ESTABLISH ED 1881. THE UNITED ASBESTOS ORIENTAL AGENCY.

Sole Agents for the UNITED ASBESTOS CO., LIMITED, LONDON.

DODWELL & Co., LIMITED. General Managers.

NEW SERIES No. 1884. 日五初月六年七十二精光 SATURDAY, JULY 20, 1901.

六拜禮 號十二月七美港香

THIRTY DOLLARS PER ANNUM.

Banks.

${ m V}$ око	Hama specie ban	K, LIMITED.	$\mathbf{L}\mathbf{L}_{i}$	BANKIN
	ESTABLISHED 1886).	PAID-U-RESERV	P CAPITAL VE FUND.—
Capital	SUBSCRIBED	Yen 24,000,000	🔩 Sterli	ng Reserve Reserve
CAPITAL	UNCALLED	6,000,000		E LIABILITY
RESERVE	FUND	,, - 8,310,000		Court

ffead Office:-YOKOHAMA. Branches and Agencies.

THE

TOKIO. .NAGASAKI. LONDON. LYONS. NEW YORK. SAN FRANCISCO. HONOLULU ВОМВАУ. SHANGHAL TIENTSIN. NEWCHWANG.

LONDON BANKERS: THE LORDON JOINT STOCK BANK, LD. PARŘS' BÁNK, LD. THE UNION BANK OF LONDON, LD.

HONGKONG BRANCH:-INTEREST ALLOWED. On Current Account at the rate of a per cent. per Annum on the daily balance. per Annum on the Daily Balance. On fixed deposits for 12 months at 5 per cent.

TARO HODSUMI, Hodgkong, 17th April, 1901.

IMPERIAL BANK OF CHINA. ESTA LISHED BY IMPERIAL DECREE († THE 12TH NOVEMBER, 1896.

SUBSCRIBED CAPITAL 5,000,000 PAID-UP CAPITAL 2,500,000 Head Office: -SHANGHAI.

Branches and Agencies. PÉKING. CANTON. CHEFOO. CHINKIANG. SINGAPORE. CHUNKING. TIENTSIN.

"HE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transters Payable at its Branches and Agencies.

HONGKONG BRANCH. Advances made on approved securities, Hills discounted.

INTEREST ALLOWED ON DEPOSITS. per Annum Fixed Deposits for 3 months

Hongkong, 1st January, 1901.

THE NATIONAL BANK OF CHINA, LIMITED.

HEAD OFFICE:-HONGKONG, Board of Directors :--Chan Kit Shan, Esq. ' | C. Ewens, Esq. Chow Tung Shang, Esq. J. T. Lauts, Esq. Chief Manager,

GEO. W. F. PLAYFAIR. Interest for 12 months Fixed 5 %

'LIONGKONG AND SHANGHA' IG CORPORATION.

>510,000,000\$ 10,000,000 } \$13,000,000 YOF PROP'TORS.\$10,000,000

OF DIRECTORS: R. Shewan, Esq., Chairman. Hon. J. J. BELL-IRVING, Deputy Chairman. A. Haupt, Esq. D. M. Moses, Esq. N. A. Siebs, Esq.

A. J. Raymond, Esq. H. W. Slade, Esq. R. L. Richardson, Esq. H. E. Tomkins, Esq. Paul Witkowski, Esq. H. Schübart, Esq. CHIEF MANAGER: Hongkong-Sir THOMAS JACKSON. MANAGER:

Shanghais-H. M. Bevis, Esq. a LOSDON BANKERS -- LONDON AND COUNTY BANKING COMPANY, LIMITED. Blongkong-Interest Allowle: On Current Account at the rate of 2 per Cent.

ON FIXED DEPOSITS: For 3 months, 21 per Cent. per Annum. For 6 months, 3 per Cent. per Annum. For 12 months, 4 per Cent. per Annum.

T. JACKSON, Chief Manager. Hongkong, 4th June, 1901.

HONGKONG SAVINGS BANK.

HE Business of the above Bank is conducted by the HONGKONGAND SHANGHAI Shanghai Taels. BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed at 31 PER

CENT. per annum. Depositors may transfer at their option balances of 5100 or more to the Hongkong and SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum. For the Hongkong and Shanghai BANKING CORPORATION,

T. JACKSON, Chief Manager. Hongkong, 4th October, 1900.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA. INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE:-LONDON. RESERVE LIABILITY OF SHARE-

NTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent, per annum on the Daily Balances. On Fixed Deposits for 12 months ... 4 per cent.

T. H. WHITEHEAD, Manager. Hongkong, 9th July, 1901.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.—

\$5.50 P Cask of 375 lbs. Net ex Factory. \$3.30 P Bag of 250 lbs. SHEWAN, TOMES' & CO., General Managers. [b] - Hongkong, 1st June, 1901.

Intimations.

LANE, CRAWFORD &

SHIPCHANDLERS AND SHIPS' UPHOLSTERERS, DECK AND ENGINE STORES OF BEST QUALITY AND AT REASONABLE PRICES.

Sole Agents for .

T. & W. Smiths Gald. Steel Wire Ropes and Hawsers, Glenfield Boiler Fluid, "Zynkara" Boiler Fluid, American "Valvoline," Holzapfels Soapstone for Ships' Holds. Topsides and Boot-Topping.

INTERNATIONAL COMPOSITION FOR SHIPS' BOTTOMS.

SPECIALLY IMPORTED HUBBUCK'S PAINTS, OILS, AND VARNISHES, LIFE BELTS, LIFE BUOYS, BLISS LOGS, CHERUB LOGS, &C., &C.

Ships' Upholstery, a Speciality under experienced European Supervision. Hongkong, 9th July, 1901.



Fr. BLUNCK,

SILK LACE-MANUFACTURER EMBROIDERER.

17, QUEEN'S ROAD, HONGKONG.

MANUFACTURER

\$12 PER DOZEN

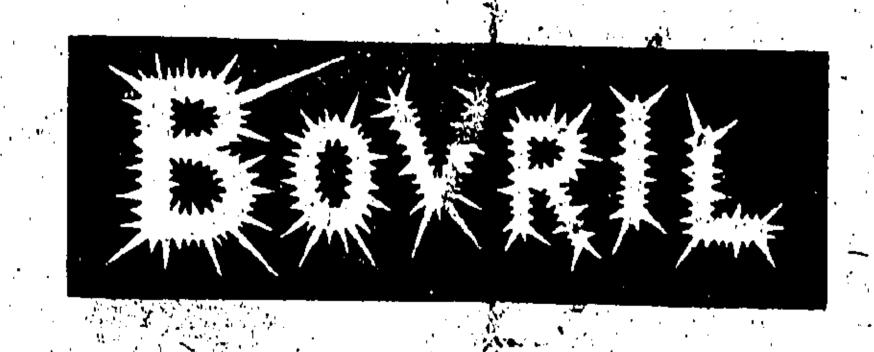
has reached the front rank because it is the best value on the market.

Hongkong, 29th June, 1901.

12, QUEEN'S ROAD.

Intimations.

Bovril Promotes Energy and takes away that tired feeling which life in the East produces. Unrivalled for Athletes and persons of either sex cultivating physical strength. To be obtained at all Stores, Chemists and Hotels throughout Hongkong, China and Japan.



BOVAIL PROMOTES HEALTH,

ASBESTOS AGENCY, LIMITED.

SOLE AGENTS IN HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,

ASBESTOS CO., LD., LONDON,

CONTRACTORS TO H.M. GOVERNMENT. MANUFACTURERS OF THE Best Qualities of ASBESTOS GOODS and PACKINGS. HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.

"VICTOR" METALLIC BOILER JOINTS. ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities. ESTIMATES given for every DESCRIPTION of WORK. CHIEF SUPERINTENDENTTHOMAS SKINNER.

SUPERINTENDENTARCHIBALD RITCHIE. DODWELL & CO., LIMITED, General Managers.



MITSUI BUSSAN KAISHA MITSUI & Co.)

HEAD OFFICE:-43, SAKAMOTO-CHO, TOKYO. LONDON OFFICE:-34, LIME STREET, E.C. HONGKONG OFFICE:--6, ICE HOUSE STREET.

BRANCH OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Manila, Amoy, Shanghai, Hankow, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka. Kobe, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address for all the Offices: "MITSUL'

A.B.C. and A 1 Codes used.

CONTRACTORS OF COAL to the Imperial Japanese Navy, Arsenals and Railway Bureau: Principal Railway Companies and Industrial Works; Home and Foreign Mail and

SOLE PROPRIETORS of the Famous Milke, Tagawa and Yamano Coal Mines; and SOLE AGENTS for Fukumo, Hokoku, Ichi-mura, Kanada, Kishima, Manouro, Onoura, Otsuji, Tohmiyama, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coal Mines. Hongkong, and July, 1901.

VICTORIA DISPENSARY. THE HONGKONG.

ÆRATED WATERS

SIMPLE ÆRATED WATER.

SODA WATER. LEMONADE.

SARSAPARILLA.

GINGER ALE. RASPBERRYADE.

TONIC WATER.

LEMON SQUASH.

SPECIAL TERMS to Hotels, Clubs, Messes and other large Consumers.

BREWER Co.

NEW BOOKS AND NEW EDITIONS.

Forty-one years in India, by Lord Roberts	Work, by Emile Zola Le Brasseur d'Affaires Pour Georges Ohnet Bootles Baby, by Strange Winter. The Black Card, by Sys The Marquess of Lorne, by Geo.	1
Hongkong, 20th July, 1901.	[689])C·
		

LAUBENHEIM NIERSTEIN GRAACHER SUPERIOR BODENTHAL HOCHHEIMER STEINVEIN (Bock Boliles) LIEBFRAUMILCH Direct from, and bottled by DEINHARD & Co., Coblentz.

SOLE AGENTS: WINE AND SPIRIT MERCHANTS.

15. Queen's Road. Hongkong, 5th July, 1901.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

Mails.

LONDONShanghai ...E. Spicer, R.N.R.....About 27th JulyFreight or Passage. SLEANGHAL Massilia G.M. Montford, R.N.R. About, 2nd Aug..... Freight or Passage. LONDON, &c RengateA. L. Valentini Noon, 3rd Aug...... Freight or Passage. * (See Special Advertisement).

For Further Particulars, apply to

Hongkong, 20th July, 1901.

H. A. RITCHIE, Superintendent.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN. SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG; PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;

Steamers will call at SOUTHAMPTON to land Passengers and Luggage. N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia. PROPOSED SAILINGS FROM HONGKONG.

	STEAMERS. (SUBJECT TO ALTERAT	TON.)	
	STEAMERS. BAYERN STUTTGART. KONIG ALBERT. PRINZESS IRENE PRINZ HEINRICH. PREUSSEN	SAILING DATES.	
	BAYERN	THURSDAY, 25th Inly	
	STUTTGART	THURSDAY, 8th August	
	RONIG ALBERT	THURSDAY, 22nd August.	. •
	PRINZESS IKENE	THURSDAY, 5th September.	
	PRINZ REINKICH	THURSDAY, 19th September.	
	PREUSSEN	WEDNESDAY, 2nd October.	
	SACHSEN	WEDNESDAY, 16th October.	
•	SACHSEN KIAUTSCHOU, Hamburg-Amerika Linie	WEDNESDAY, 30th October.	
	BAYERN	WEDNESDAY-27th November	'
	STUTTGART	WEDNESDAY, 11th December	
,	KONIG ALBERT	VEDNESDAY, 25th December.	
	PRINZESS INENE	VEDNESDAY, 8th January, 1902	2
	STUTTGART V KONIG ALBERT V PRINZESS IRENE V PRINZ HEINRICH	WEDNESDAY, 22nd January, 190	0
٠	PREUSSEN	VEDNESDAY, 5th February, 190	Ç
	SACHSEN	WEDNESDAY, 10th February, 190	3
		a environment, 2m wintent 1805.	

ON THURSDAY, the 25th day of July, 1901, at Noon, the Steamship "BAYERN," of the NORDDEUTSCHER LLOYD, Captain H. Bleeker, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA. Shipping Orders will be granted till Noon, on TUESDAY, the 23rd instant, Cargo and Specie will be received on Board until 5 P.M., on WEDNESDAY, the 24th instant, and Parcels will be received at the Agency's Office until Noon, on WEDNESDAY, the 24th instant. Contents of Packages are required. No l'arcel Receipts will be signed for less than \$2.50. and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to Hongkong, 11th July, 1901.

MELCHERS & CO.,

独otels.

HONGKONG

Military Band during dinner on Saturday Nights.

Hongkong, 15th November, 1900.

Hongkong, 2nd July, 1900.

HOTEL CRAIGIEBURN,

Plunket's Gap, the Peak, near the Tram Terminus, Tel. 56.

For Terms, &c., apply to the

MANAGER.

RENOVATED FROM ROOF TO CELLAR.

SCRUPULOUS CLEANLINESS GUARANTEED.

Special Terms for Monthly Boarders, apply to the Manager

Hongkong, 1st July, 1901,

A. FONSECA.

Intimations.

WALSH LD. KELLY NEW BOOKS.

CHINA UNDER THE SEARCH-LIGHT, by W. A. Carnaby \$ 3.50 CHINA" AND THE ALLIES, by A. H. SAVAGE-LANDOR, 2 Vol., Illustrations and Maps 19.00 MISSION PROBLEMS AND MISSION METHODS in SOUTH CHINA SIR HARRY PARKES in CHINA, Paper by Stanley Lane Boole ... Cloth

NOTES on SPEECHMAKING, by B. Matthews ... ' 5 1.00 Brassey's Naval. Annual., 1901 10.00 LAIRD CLOWES NAVAL POCKET BOOK, 1901 HORSES & STABLES, by Lieut. Gen. Sir.

F. Fitz Wygram Bart 2.25 SMALL BOAT SAILING: an Explanation of the Management of Small Yachts, &c., by E. F. Knight

ESSETS

Hongkong, 20th July, 1901.

PLAGUE.

three hours ESSETS FLUID does in nine minutes.

The microbe or bacillus of bubonic plague grows readily in artificial above Port, on WEDNESDAY, the 24th instant, media and is destroyed by Essets Fluid.

Essets Fluid is superior in every

way to pure Carbolic Acid.

Sole Agents:

LIMITED.

GUEEN'S ROAD.

Hongkong, 6th July, 1901.

COMMERCIAL UNION ASSURANCE COMPANY, LIMITED.

ASSETS EXCEED, \$50,000,000

TN Accordance with Instructions received from the Head Office of this Company, a Branch of the

ACCIDENT DEPARTMENT has been opened in Hongkong, Policies can now be obtained for FIRE, MARINE, TYPHOON, and ACCIDENT INSURANCE and FIDE-LITY GUARANTEE.

W. H. T. DAVIS, Local Manager. 10, Des Vieux Road, Central, Hongkong, 23rd May, 1901.

COTTAM & Co.

JUST ARRIVED. THE FAVOURITE SUMMER COLLAR 12 INCH "LEADER," BATH GOWNS, OVERLAND TRUNKS. Hongkong, 20th July, 1901.

Co-day's Advertisements.

PEAK CLUB.

THE BAND of the SECOND BATTA LION ROYAL WELSH FUSILIERS will play at the PEAR CLUB, THIS EVEN. ING, the 20th instant. OWALD D. THOMSON,

Hon. Sec. Hongkong, 20th July, 1901.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY:

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. (Through Bills of Lading issued for BATAVIA. PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship

Captain A. L. Valentini, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 3rd August, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will respectfully to APPEAL to the Residents of other Cargo for London, &c., will be conveyed | she will be pleased to receive orders for all kinds vid Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and | and Collars renewed on old ones. Value of all Packages are required. Shippers are particularly requested to note dren's Dresses; and all kinds of Embroidery. the terms and conditions of the Company's Materials can be supplied, if required.

Bills of Lading. For further Particulars, apply to

Hongkong, 20th July, 1901.

Superintendent:

Coday's Advertisements.

DOUGLAS STEAMSHIP COMPANY,

LIMITED: FOR SWATOW.

THE Company's Steamship

"THALES." Captain Robson, will be despatched-for the What pure Carbolic Acid can do in above Ports, on TUESDAY, the 23rd instant,

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co.: General Managers. Hongkong, 20th July, 1901.

"SHIRE" LINE.

FOR KOBE AND YOKOHAMA. THE Steamship "GLAMORGANSHIRE,"

For Freight or Passage, apply to

SHEWAN, TOMES & CO., Hongkong, 20th July, 1901.

NIPPON YUSEN KAISHA. FOR MANILA

THE Company's Screw Steamship "YAWATA MARU." (3,873 Tons Gross, Captain A: E. Moses), will be

despatched for the above Port, on FRIDAY, Wines. the 26th instant, at 4 P.M. This new Mail Steamer is specially constructed for service in the Tropics, and is provided with superior accommodation and with

all modern fittings and improvements for the safety and comfort of Passengers. Eelectric Light and Refrigerator. Doctor and Stewardess Return Tickets issued by this Company are

available for return by steamers of the other

For Freight or Passage, apply to Hongkong, 20th July, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED

FOR MANILA. THE Company's Steamship " LOONGSANG."

CaptainG.S. Weigall, will be despatched as above on FRIDAY, the 26th instant, at 4 P.M. This Steamer has Superior Accommodation for First class 'Passengers, is fitted throughout with Electric Light and carries a Doctor. For Freight or Passage, apply to

JÄRDINE, MATHESON & Co., General Managers. Flongkong, 20th July, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED. FOR YOKO HAMA, KOBE AND MOJI.

[559c' THE Company's Steamship

Captain Geo. Payne, will be despatched as above on SATURDAY, the 27th instant, at Noon. For Freight or Passage, apply to JARDINE, MATHESON & Co.,

General Managers. Hongkong, 20th July, 1901. SHEWAN, TOMES & CO.'S

"NEW YORK" LINE. FOR NEW YORK VIA SUEZ CANAL. THE Steamship

"ARARA," Captain Williamson, will be despatched for the above Port, on or about the 5th August. To be followed by the

S.S. "ATAKA," on or about 15th September. For Freight, apply to SHEWAN, TOMES & Co.,

Hongkong, 20th July, 1001 NOTICE TO CONSIGNEES.

FROM NEW YORK, STRAITS AND MANILA.

THE Steamship

"GLAMORGANSHIRE." Captain Davies, having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees

risk and expense. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th instant will be subject

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be

examined on the 26th instant, at 2.30 P.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co.,

Hongkong, 20th July, 1901.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most be transhipped at Colombo into a steamer Hongkong and the Coast Ports, for their kind proceeding direct to Marseilles and London; patronage and support, and desires to state that of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuils Ladies and Children's Under-clothing Cou-

The Superioress will also be most grateful for any PAPER, or pld Envelopes to be made into Books for the Children of the Poor Schools who are taught by the Sisters. Hongkong, 2307 April, 1893

Intimation.

A CONTRACTOR OF THE PARTY OF TH S. WATSON & Co.

LIMITED.

WINE MERCHANTS:

ESTABLISHED A.D. (84).

ST. ESTEPHE...... \$ 6.96 \$.7.56 ST. JULIEN..... 9.00 LA ROSE 12.96 13.92 CHATEAU HAUT BRION - LARRIVET 18.60 CHATEAU MOUTON d'AR-MAILHACQ...... 21,00 22,70 CHATEAU PONTET CAR-NET 25.00 CHATEAU LA TOUR CAB-NET30.00 --CHATEAU RAUZAN 42.00 -CHATEAU LAFITE...... 48.00

These CLARETS are bought direct from the leading French growers. The lowest priced are of exceptional value and guaranteed to be the genuine product of the juice of the

CHATEAU LA TOUR CARNET. CHATEAU RAUZAN AND CHATEAU LAFITE

are commended to the notice of Connoisseurs as high-class after-dinner

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast

A. S. WATSON & CO., LIMITED, THE HONGKONG DISPENSARY.

the Nongkong Welegraph

Hongkong, Saturday, July 20, 1901.

REUTER'S TELEGRAMS. PARLIAMENT.

London, July 18th. The Finance (War Loan) Bill has been read a third time, and passed by 291 votes

THE WAR LOAN BILL.

Mr. Chamberlain, replying to the pessimistic criticism of Sir William Harcourt expressed a sanguine view of the political future. Referring to the war, he believed that the Boers when thoroughly beaten would settle down peacefully.

LATER. TRIAL OF EARL RUSSELL.

Earl Russell pleaded guilty to the charge of bigamy, and sentence of three months imprisonment as a first class misdemeanent has been passed upon him. Two hundred peers in their robes were present at the trial which was presided over by Lord Salisbury.

TELEGRAPH RATES TO INDIA. The Chairman of the Eastern Telegraph

Company states that there is reason to hope for a substantial reduction in the tariff to India shortly.

WEATHER REPORT

The Observatory report says:

On the 20th at 12.10 p.m. the barometer has risen slightly in S. China. Pressure remains high over the N. part of the China Sea, and gradients continue slight with moderate S monsoon on the China coast. Forecast:-Moderate S. winds; showery.

LOCAL AND GENERAL.

WE notice that the Post Office is trying to rationalize the English language, and announces that the German mail is due on the 22th. | circular letter to the foregoing effect. A CONCERT takes place this evening at the Civilian Club and we understand the managing committee have left no stone unturned ta ensure

IT is stated that Mr. Li Sheng-toh, the present Chinese Minister in Tokyo is to be replaced by Mr. Tsai Ch'in, who formerly served as Taotai of Shanghai.

MANILA papers to date report very strong Filipino feeling against the Friars, and there has been much demonstration against them, but so far no violence has occurred.

THE King has graciously announced his intention of presenting the 4th Battalion Royal Welsh Fusiliers (Carnarvon and Merioneth Militia) with a goat from the flock in Windsor Park, to replace the one that died recently.

No doubt a secret of business is to educate your public as to what they want and then provide, it. Messrs. Coulum & Co. are doing this with great success especially in their new

of the articlese, which was sent in by Mr. W Farmer! As will be seen, the two ran one another very close.

La Fraternidad, the Spanish newspaper, reports a rumour regarding the formation of league against the religious orders, which will appoint active committees in the Philippine provinces for the opposition of the readmission of the friars to their parishes in the Archipelago.

THE British Consulat Swatow, in his report on the trade of his district, states that 739,100 gross of matches were imported during 1900, and all from Japan. In former years British matches were used, then Swedish matches, but these are now entirely supplanted by the Japanese made product.

It is to be hoped that if cable rates to India are to be substantially reduced in the near future, as intimated by the Chairman of the Eastern Telegraph Company, that the Fa-East will not be forgotten. Cheap telegrapl rates mean cheap news, and cheap news means plenty of it.

THE punishment meted out to Earl Russell by the Peers does not strike one as being a parti cularly severe one. Of course there may have been extenuating circumstances of which we are not at present aware, but we fancy that a commoner would have been given a longer sentence of imprisonment.

WE shall be obliged if any subscriber o receiving his paper late or irregularly will write on the Wrapper of the paper the Time of delivery, etc., and forward the Wrapper to the Manager, Hongkong Telegraph Co., Ld., 50 Queen's Road Central. The wrapper will enable us to check the delivery coolies.

THE Band of the Madras Light Infantry wi play at the Hongkong Hotel this evening, from \$ p.m. to 9.30 p.m.:-

PROGRAMME. "God save the King."

THE Government is evidently far from being upon its last legs when it can pass a War Loan Bill by 291 votes to 121 and we fancy that those pro-Boers who are forever prating of the great anger of the nation at the continuance of the war will not be able to make very much capital out of this affair. The passing of such a bill by a big majority shows plainly that the temper of the nation is for continuing the war to a finish and not one of submission to the impudent demands of the pro-Boer and Little

England party.

WE hear that H.M.S. Waterwitch is to look for a three_fathom patch reported midway between Nagasaki and the mouth of the Yangtsze. This is the spot for which all typhoons seem to make, and it is to be hope that this pretty little vessel will have the good luck to complete her work without encountering one. A ship of the size and build of the Waterwitch would have a very unpleasant time if caught in a typhoon and it seems to us to be a trifle foolhardy to send her to such a spot during the typhoon 'season.

MANUEL SAGUECO and Diego Puentio, two notorious counterfeiters were arrested on Calle Aceyteno, Tondo, by the Detective Sureau on the 12th inst., says the New American. They were dealing in brand New Mexican dollars at 30 cents Mexican apiece. The plant was confiscated and the bureau has \$10 worth of the coins in stock. The die was made from a mixture of the whites of eggs and cigar ashes. The coins seized were cleverly made from white metal and would pass muster but for their weight. Manuel Sagueco ran the mint and Diego passed the coins and they were making a large revenue from their lays out. A secret service man however managed to purchase some from Diego at 30 cents apiece and now they are both awaiting trial.

THE Manila Times says:-Five hundred teachers will leave San Francisco on the twenty seventh of this month to take up their duties i the Philippines. 'Nearly all are males. N more women will be appointed, at least for the present, as suitable living accommodations can not be procured in the provinces. Very few houses are available for Americans in the country districts and these are absorbed by the Army. In the progressive city of Dagupan the same conditions exist. Yes erday a male teacher from Dagupan visited General Superinformed the latter that it was impossible to secur quarters for two women teachers recently as signed to Dagupan. As a natural sequence Professor Atkinson has decided to make no more women appointments and has issued

In the typhoon of November last the embant ment protecting a number of paddi fields a Tsin Wan Bay, in the New Territory, was damaged. The people ownling the fields had the embarkment repaired, all agreeing to pay their share of the expense. When the bill was presented, however, Yeung Kwok Shui, farmer, refused to pay his share of \$57.40 and hence an action was commenced against him for the recovery of the money. Yeung not also said that the embankment did not protect his fields. In order to settle the dispute Mi Sercombe Smith, the Acting Chief Justice, and Tsin Wan and inspected the embankment, enquiring into the subject on the spot from the village elders. The result is that Yeung has been style of ready justice that should appeal to the Chinese. When the Court goes and investigates the matter on the spot it is likely to save collar stock. The 14 inch "Lender" being the great deal of very trying litigation and an immense amount of hard swearing.

THE winner of our Raid Competition was Mr. | ADMIRAL of the Fleet the Hon. Sir Henry Kep-F. R. Mason, to whom we sent a cheque for pel had the honour of dining with their Majestics fifty dollars. This evening we publish mother I on 14th inst., on the occasion of his 92nd birthday. Sir Henry has lived under five sovereigns, and has been a sailor under four, and he was already a lieutenant when the late Queen came to the Throne. It is 22 years since he retired from active service. His services in the Far East are well known to all our readers.

> In California, says a contemporary, tampering with jockeys has become such a scaudal that the Californian race authorities have been compelled to take the matter in hand and deal in a summary manner with the riders, as the following extract will tell: " Jockeys are kept closely shut up between races under lock and key. There they are kept, all for their own moral good of_course, innocent of what they are to ride until escorted from the cage to the weighing enclosure and thence into the saddle!

FATAL FIRE IN HONGKONG.

This morning occurred one of those ap-

palling accidents that from time to time shock the inhabitants of this Colony .-- At 2.45 a.m. an alarm of fire was received at No. 5 Police Station (Fire Brigade Station) and within four minutes of the receipt of the alarm the Brigade were on the spot. It was found that the shop, No. 7 Queen Victoria Street was in full blaze. The hose was quickly run out and the connection made with the street hydrant Everything promised well at first, as it was seen the fire in the first floor of No. 7 was being subdued. Suddenly, with a roar, the flames burst from the first floor of No. 8, next door Then the fire Brigade saw they were for a big thing. They redoubled their efforts. but it was not till Nos. 6, 7, and 8 wer gutted from roof to first floor, that the fire was got under, and about 6 this morning an ex

amination of the premises was possible. In the face of great danger through the falling beams and brickwork, Sergent Garrod and others made their away into No. 7 and, on reach ing the 2nd floor, a ghastly sight met them Huddled together at the top of the stairs wer the remains of six human beings. They were horribly burnt but had all the appearance of their being previously suffocated. It appears probable that, driven from the front of the house by the intense heat and unable to reach the verandah, they made in a body for the roof. At the top of the flight of stairs they were confronted with the wooden flap and unable to raise it and, with the flames below them, there

perished miserably like rats in a hole. No. 7, where the fire originated, is a paper shop where a quantity of fire crackers were kept, the first floor was occupied by the family of the shopkeeper and the second and third floors let as seamen's boarding houses.

> One male aged about 17 years. One female aged about 33 years.

the Central Station and found to be. 🐇

It is particularly sad when considering that one of the women was enciente.

At the first outbreak the hose was taken into Nos. 6 and 8, but the men soon had to clear, as with a strong wind blowing the heat soon became too great to withstand. From an independant witness, a Chinaman it appears the Fire Brigade did excellent work under Deputy Superintendent Baddeley

while the police under the command of Inspector Kemp, Sergeants Garrod and Gourley were particularly active. The shop of No. 7 was occupied by Hung Sung, No. 6 by Yau Loong and No. 8 by Sung Youn

Hing. As far as can be learnt the following Insurance Companies are interested. Transatlantic of Hamburg\$4,000 Commercial Union about.....\$2,500

HONGKONG SHARE MARKET.

HONGKONG, Friday, July 19th. Messrs. Benjamin, Kelly and Potts, in their weekly share report state: Business has been extremely dull during the past week and only a few stocks have changed hands. The Hongkong, Canton and Macao Steamboat Company, Limited, has advertised its Seventieth Half-Yearly Meeting for the 6th August. The transfer books will be closed from the 24th instant to the 6th proximo, both days inclusive. The Hongkong Ice Company, Limited, has declared an Interim Dividend of Four Dollars per share payable on the 29th July. The transfer books will be closed from the 21st to 29th instant, inclusive. The Tebrau Planting Company, Limited, has given notice that the Fifth General Meeting will be held on the 30th July. The transfer books will beclosed from the 23rd instant to the 6th proximo, inclusive. Banks.—Hongkong and Shanghai Banks have slightly declined and are obtainable at 397 per cent. premium. Subject to audit, the Directors will recommend at the forthcoming meeting a dividend of $\mathcal{L}_{I_{\bullet}}$ tos. per share, the addition of \$750,000 to reserve Fund, and the carrying forward of about \$1,475,000. The London quotation is unchanged. Marine Insurances.—Are all quiet. Unions are offering at \$340. China Traders have sellers at \$60 and Cantons can be procured at \$180. Yangtszes are nominally quoted at \$120. Fire Insurances. -No business has been done in either stock -Hongkong, Canton and Macao Steamboats have been fixed at \$36 and \$354, closing weak

tendent of Public Instruction Atkinson and in- and quotations remain unaltered. Shipping. at the latter price. Indo Chinas have been negotiated at \$140 ex the dividend of \$10.35 per share paid on the 17th instant and have further sellers at \$139. Douglas Steamships have found buyers at \$54. China and Manilas, old have been booked at \$62. Star Ferries are in demand at \$24 for the old and \$9½ for the new issue. Refineries.—China Sugars have been disposed of at \$1421. Luzons continue neglected at \$36. fair number of Raubs have changed hands at \$128. Olivers, both 'A' and 'B' shares, can be bought at \$1. The following telegram has been received from the mines:- "330 tons of quartz crushed for a yield of 117 ounces retarted gold; mill ran 13 days," Jelebus are out of favour at \$41. Docks, Wharves and Godowns. -Hongkong and Whampoa Docks have ruled very quiet and shares can be obtained at \$305. only denied having agreed to pay his share but Kowloon Wharfs are in the market at \$102\frac{1}{2}. New Amoy Docks have further advanced and can be sold at \$23\. Lands, Hotels and Building.—Hongkong Lands have been placed at \$198. West Points are procumble some other Court Officials yesterday went to at \$54....Hongkong Hotels have been done at \$130. Humphrey's Estate are offering at \$131. China Providents have declined to \$93 sellers. Cotton Mills.-We have heard of no trans; action in stocks under this heading. Cigar ordered to pay his share and costs. This is a Companies.—There is no business to report Miscellaneous -- Green Island Cements have been done and are wanted at \$201. A. 5 Watsons have again been sold at \$16. Electrics are wanted at \$12 and \$6 for the old and new shares respectively. Ices have risen to \$185.

Tramways are in request at \$260.

WISE AND OTHERWISE.

To all who want a good walk A Healthy Mr. Editor, one that will make Walk. them really feel that they have accomplished something, I should say, take the tram to Victoria Gap and then walk down to Pokfulum, on through Aberdeen to Little Hongkong, and back by the Averdeen Road to Mount Kellett. I tried it the other day and I never felt more pleased with myself in my life. It was a very hard climb up the Peak again and by the time one had got halfway up one longed for something iced. Then how one blessed Joe Chamberlain when his road was reached for the fact that it sloped downwards and led to the Hotel, where we knew that an iced drink was obtainable. If you really want to enjoy something cold, just take the walk prescribed. You feel ready for anything after it-except doing it over again.

Talking of walks, it is a great pity A Want, that one cannot get refreshments in some of our outlying villages. At Kowloon City you can get tea, and very comforting it is after a long, hot tramp, but at Little Hongkong, Stanley and Aberdeen you can get nothing. Could not some enterprising villager be found to supply the want and advertise the fact on a board near his cottage? Then many people who now stop at home would walk out and back, for it is such a nuisance having to carry refreshments with one.

When one looks at the manner Fires. in which our houses are constructed, it is wonderful that we do not have more fires and that those which do occur should be prevented from spreading. The China pine which is used to such a large extent for windows, doors, floors, partitions and beams, and in fact wherever woodwork is required, is about, as inflammable a material as could be found. And see the amount of China pine matchboarding which one meets with in the ordinary Chinese house. Set fire to it and the whole place is in a blaze in a few minutes. . If houses are going to continue to grow in height I faney-we shall have to get some less inflammable material for floors, etc., for a high house, with narrow staircases all composed of this wood is a veritable death-trap in case of fire. The only wonder is that so few lives are lost.

A gentleman writes to Public Opinion suggesting an alumin-Suggestion, ium mortar which is to fire a sort of football containing a

pulley and life line. This is to be brought out by the firemen and the ball fired in at a window of any high building in which people have been trapped by fire. The idea sounds very pretty, but I don't see how it is to work. Would it not be as well, to fire a fireman from the mortar as well just to ensure the rope and pulley being properly attached when it is fired into the burning house. A far better idea The bodies of the victims were removed to would be to have the rope and pulley in each room so that it would be ready in case of fire.

> . By the way, how about our Fire Escapes, fire escapes. If I remember rightly, Captain May called attention some time back to the fact that we had no escapes capable of reaching the upper floors of some of our higher buildings. / If this is so and a fire occurs in one of them it will be a poor lookout for the inhabitants of the upper floors if they have their escape cut off by the stairs being alight, as only too often happens. This would be a good thing for the Government to look into. Some of our big blocks would be veritable death-traps if a fire occurred. Each room of floor ought to have some escape of its own, in the shape of an asbestos or rope ladder to be thrown out in case of fire. Probably the inmates would never have them in proper order, but that would be their own fault. Those who were wise would see that these things were kept

in order and, in the event of a fire, would escape.

THE PLAGUE. Number of cases reported (Chinese 1,485 up till noon of the 19th \ Other Asiatics 51 July, 1901 Europeans28 Number of cases reported Chinese 4

Other Asiatics o

Europeans o

Total number of cases reported to date 13571

Number of deaths reported (Chinese 1,451 up till noon of the 19th \ Other Asiatics 34 July, 1901 (Europeans 9. Number of deaths reported Chinese 4
Other Asiatics o

during the past 24 hours Europeans o Total number of deaths recorded to date 1,498

Since noon on Saturday last the cases and " Other Asiatics o " European o Deaths Chinese15 Other Asiatics Europeans o Total

THE PROPOSED INCREASE OF THE JAPANESE NAVY.

The Chuwo, on the question of the fund for a

The plague returns for last week were :-

Deaths.....21

undertaking the further increase of the Japanese navy, says that the second part of the naval extension programme being nearly finished, the necessity of entering upon the third stage of development has been insisted upon. In the near future, the question of undertaking the third period extension will begin to claim the serious attention of the Government and the people. Mining.—Punjoms are procurable at \$5. A In this essentially maritime age, the nation which possesses the greatest naval strength occupies the highest position among the Powers. A maritime country like Japan, in order to be the England of the Far East, must hold the supremacy of the seas in the East. Under the circumstances, the extension of her naval strength is absolutely necessary. Our contemporary, says' the Jopan Daily Herald. therefore states that considering this point, it is not 'satisfied with the third stage extension only, but believes that a fourth, fifth and sixth stage development will be needed. But the same paper thinks that the question of how to obtain the necessary funds for undertaking the contemplated extension is a matter of the greatest moment. It is highly desirable to carry out the third stage development, but unless there are funds forthcoming it will be impossible to undertake anything. Therefore, prior to preparing for the extension. of naval strength, it is essential at first to investigate the sources for obtaining the fined. Our contemporary, however, his positively opposed to the idea of extending Japan's mayal strength by reducing the army to half itspresent

AT THE MAGISTRACY.

SCOTLAND'S BURNS.

James Burns, of Scotland, of the s.s. Banca, was penitent this morning and, on a charge of being drunk, was discharged with a caution.

OPIUM CASE. Chief Excise Officer Spooner missed fire this morning in charging Chan Yau with illegal possession of nine tacts of opium. The defendant was discharged.

STEALING A SHACKLE AND GETTING SHACKLED.

Mr. Simon, chief officer of the s.s. Sithonia, charged Luk Man with stealing two screws and a shackle. Luk Man's experience of screws and shackles will be spread over one month in the Hongkong Gaol.

INSPECTOR COLLETT ON THE WARPATH. Eighteen men fined up on a charge of gambling preferred by Inspector Collett. The defense was simple—they were not gambling, The first defendant was fined \$10 and the other; 17 \$2 cach. The fines were paid.

Mr. Elmar E. Singleton, of England, foiled to appear to answer a charge of assaulting a commission agent. . His bail of \$10 was estreated.

CREW MUTINY AND TURN THE VESSEL ADRIFT.

The following appears in the Manila Times of the tath inst.:-

A rumour, accepted as well founded, was current on the water front yesterday morning to the effect that the crew of the steamer Belgika had risen in mutiny while the steamer was loading wood either at Bulang or Zamboanga. natives, for some reason or other refused to work, and when the Captain attempted to force them, to turn to and resume their duties they ignored his orders and became defiant. general fight ensued in which Captain Velasco, the first officer, chief engineer and two of the crew were killed. The reports state that the

into the harbour of Zamboanga.or Cebu. The accounts of the mutiny so far received are rather meagre, but the owners of the vessel are now in communication with the authorities - at Zamboanga and Cebu.

balance of the crew abandoned the ship, which

was later found drifting in a helpless condition

by a United States gunboat and towed either

carries a crew of 42. She sailed from this port on her present voyage June 8th for Zamboanga. Express. It will be remembered that she left without clearance papers, although this omission was finally rectified by the papers being mailed to

Since the above was published in our evening edition yesterday, details confirming the shocking news have come to hand.]. On the 13th this paragraph appears in the

same paper:--With reference to the startling rumor afloat Thursday of the mutiny on board the steamer Belgika, in which it was stated several of her officers and crew were killed, cablegram received last evening from Zambounga states that the vessel would sail for Manila direct yesterday. If the rumor current yesterday and as reported in last evening's Times is correct, the steamship company's agents at Zamboanga have secured a new captain and crew. Inquiry at Naval headquarters elicits the information that no report has yet been received by them from any of the officers in charge of the gunboats cruising in the vicinity of Zamboanga'of a steamer being picked up. It may also be stated that the agents of the steamer in the absence of any telegraphic confirmation of the news are inclined to doubt the rumor. The Belgika should arrive in Manila on Sunday if, as stated in the cable above referred to, she left Zamboanga

The issue of the 14th, however, contains no mention of the incident, and we therefore give the news as doubtful.

MURDERERS IN THE PHILIPPINES.

ILOILO, PANAY, July 3rd, 1901. Eleven Rhakiak murderers, who were con-- fined together in the murderers' cell, in the Cota here, escaped last night, under the most sensational and daring circumstances. They put to sea in a small banca that had been used in hauling stone, and which was left on the beach near the Cota. Their flight was discovered almost immediately and they were within sight of land; a detachment of the prison guard fired several volleys at the escapto-day it is known with excellent results. One of them was washed ashore, drowned, and another came floating in on the afternoon tide with a bullet hole through his head. It is therefore hoped that the boat capsized and that they met with a punishment from the hands of fate that was almost as tragic, and certainly more rapid than what might have been inflicted by the law and a gallows, later on.—Manila Times Cor.

THE PHILIPPINES.

MANILA, July 14th. A report was received through private chan-Americans on his heefs. It is understood that it is not the policy of the military governor to make overtures, and any time Malvar gets tired to receive his surrender.

forced Malvar to transfer his field of operations to Tayabas. Here again he finds the troops on the alert and giving him chase. The fastnesses of the mountains protect him, but he is finding | shape. The British sailor is a tough handful, | which has done more than anything to expel great difficulty in securing supplies.

that Malvar proposes to keep his word, -New Englishman and Irishman rolled into one."

BOXING AT MANILA.

Manilas' sporting fraternity is awaiting with much interest the coming event between Walton and Riley at Pasay Market house on the evening of July 22nd, says the Manila Times. The management is making every effort for the convenience of its patrons on that | less drunken than the home tar." date and indications point to a large audience who are promised a good clean exhibition of

the result was not unexpected. For this encounter, however, Riley is training faithfully than the British." and is in fine shape for a strong long what you have said, I think, applies to advertisements, is forced to sing his monotonous confest. Walton is, as always, in the pink three-fourths of the British seamen. What of song for hours together; and the railway porter; of condition, and ready for the go of his the Royal Navy?"

has little else to do than to reiterate the name is awaiting orders.

There you have an entirely different condition on the arrival of every train, for Mr. P. H. Cowan, chief officer, Chunghing is

money will not go begging on either side. A the fine flower of British sailordom. You have

as the date approaches.

Ryan will be a lively one, as both are good at or a P. and O. bont. On these you have good mixing up and close in work.

contest, it being a solid board raised platform with padded canvas floor and posts and will be regulation in every respect.

STEAMSHIP SUBSIDIES.

The Select Committee of the House of Commons, which is engaged on an inquiry into the effect on trade of State subsidies to steamship lines, has held several sittings. Sir H. Bergne, of the Commercial Department of the Foreign Office, said, in answer to the Chairman, that he thought it might be gathered from the Consular reports that where there was no direct line of British steamers to a particular port British trade was affected. For instance, he thought that in consequence of there being no direct line to Zanzibar, much was lost to British trade. The witness went at length into the figures contained in the Consular reports with regard to India and the colonies, which appeared to show that, while British trade had either practically stood still or fallen off, German and French trade had in many cases largely increased. Asked whether he could explain the increase in the German and French figures, he said he would rather not hazard an opinion. He was aware that German, French, Austrian, and Italian steamers were heavily subsidised, and probably the increase was due to that. Mr. H. Farnall, head of the he was not able to state from his own know-It appears that the crew, which is composed of ledge that British trade to East Africa had suffered severely in consequence of transhipment at Aden, but the Foreign Office had received various reports from Sir Arthur Hardinge on the subject, in which he dwelt on the desirability of a direct line being established, to compete with the German East Africa Company. In answer to the Chairman, the witness said that it was difficult to say positively that the increase in German trade with East Africa was solely due to the subsidising of the steamers of the German East Africa Company. There had been a great natural increase in German trade. He conceived that the advantages of a direct line must be great, and if a direct line could not be established without a The Belgika is a vessel of 495 tons and subsidy, the increase would be largely due to the assistance given by the subsidy.—L. & C.

IS OUR SAILOR A DRUNKARD

MR. BUELEN INTERVIEWED.

In Liverpool the other day at a meeting of the Marine Service Association Captain Lamb, a shipmaster of 26 years' experience on the Atlantic, made a speech which, it would seem from the newspaper reports, dropped like a bolt from the blue among the members. The gist of what Captain Lamb said may be quoted :--

"Although I hate all foreigners I prefer them as seamen because of their superior sobriety. The British seaman is a drunkard. The British sailor cannot hold his own because of drink. It is not a question of scamanship, for when he is sober he can be depended upon and can put the foreigner aside, but nine-tenths of the British sailors are drunkards."

'A. St. James's representative has had a "real conversation" with Mr. Frank T. Bullen, author of "The Cruise of the Cachalot" and The Men of the Merchant Service," on the subject matter of this speech.

You are familiar, if anyone is, with the British sailor, Mr. Bullen, and no doubt Capt. Lamb's speech has engaged your attention?" "Of course it has, and I endorse it. He is about right. I have said the same thing over and over again, and been abused for my pains; but it is true, unhappily true. The British | will soon be a thing of the past. Before its | O. S. K. Co.'s steamer Daigi Maru leaves for sailor is, generally speaking, a drunkard."

"Sweeping castigation? actually been delayed for 24 hours in port because the crew were all helplessly drunk," assumed to be making headway over the coun-

try, not progressed among sailors, then?" since I left the sea I do not know of it. I may mention a case which happened in my own experience. It was that of a tramp steamer, the pluck of the few foreigners who adventure She sailed out of the port of London. Now, what do you think was the state of matters on board the vessel? When she slipped her moorings every man on board, with the exception of or " Hammersmith" in such disguises as ing assassins, and, from the developments of the pilot, was the worse for liquor. Officers on deck, sailors in the fo'csie, engineers in the the proposed route of the vehicle is by engine-room, and firemen in the stoke-hole- I the City and the Bank of England when they

all were drunk." Bullen, "but the sailing ship is the hell of the sailor. There are splendid exceptions, but the bulk of sailing ships are under-manned, the men are badly fed and badly housed. Undermanning in steamships does not matter so much, but it is a serious affair where huge by the conductors of buses going in all direc-

stretches of canvas have to be dealt with." "And the British sailor, you think, is quite ! as bad as he is painted?"

for it. There is no getting away from the fact quotation. At their hands the local names of nels to the effect that General Malvar would that there is no fines seaman in the world than like to talk over a surrender. Natives recently the British sailor; but take the average merarrived from Nayabas state that he sleeps but | chant ship and you will find that on the day of. of the same has a twofold result, and it is | C. half a night in one house, so close are the sailing nearly all the seamen go on board roll- not easy to know which is doing the more ing drunk. They tumble on board at the last | barm. The first, or destructive process, is genemoment. Go down to the docks any day and you will see what happens. You will to start with, and in the remainder by sacriof hiking, any corporal of the guard is authorized | see the sailors in a drunken state, or in that | ficing all the vowels but one, which has to worse condition when the liquor is dying out of | carry the weight of all the consonants. The The activity of the troops in Batangas has | them. The master starts for sea, but he is often obliged to anchor until the men become sober. | bear on the names of towns that have local When they do get over their cups the chances | pronunciations differing from the assumed are that the master has got to lick them into and with a mixed crew of Englishmen, Scots- such names as "Ciceter" or "Sapstead," which Malvar made his boast that he would be the men, and Irishmen a master has a mighty stiff last general to surrender. Luchan is the only job; and of the three nationalities I confess a one out at the present time and it would seem | deprayed Scotsman is worse to control than an

"It may be; yet, it is my experience. This rect as well as more usual "Darby," "Barks," matter of nationality reminds me that on board and "clark" sound of the "er" combinationality. one vessel I sailed we had a man who came on tion.

board drunk in London, and did not turn to master, nor even of his absence, that has until we crossed the equator. He was a Swede." "That opens up another point. Captain evidently inferred that the foreign seaman was

and join British ships they are all right, but | phatic, or a little tiresome to shout over | the peculiar influence of our ships often makes and over again. In a street of ordinary Riley on his former appearance with Walton | them as had as the British seaman. Swedes and | length, the litinerant vendor's call must be was sadly unfit for the go and to his friends | Norwegians particularly drink as heavily as the repeated hundreds of times; the omnibus con-

bout is conceded by the knowing ones and tion of hings. In the Royal Navy you have years on end, The Pllot.

number of bets have already been laid and discipline. That is the whole secret. In the interest in the match continues to grow warmer | mercantile marine there is no discipline. What I have said applies only to some tramp steamers Watson's victory over Riley added another and most sailing ships. It does not apply to nickel to his unbroken string of victories and the Royal Navy or to the great passenger liners. marked Riley's first defeat, who while on the There is an entirely different set of con-Asiatic Coast added nine successes to his ditions prevailing on board the great liners. A seaman could not be better off than on board The preliminary bout between Trevers and a Castle liner, a White Star, or Cunard liner, grub, good wages, and continuity of employ-The ring will be one of the features of the ment. All the things we want to see made universal the seaman has there. The result is that the men try to keep their berths, and they do not go on board drunk. In the tramp steamer and the sailing ship-and sailing ships are far more numerous than is generally supposed-there is no continuity of service, and the conditions, generally speaking, are such that there is little comfort and no discipline on board. In the Royal Navy, for instance, you have perfect discipline. A seaman knows that as the night follows the day, punishment will follow disobedience. In the mercantile marine a man can do what he likes, and who can punish him?"

"Then, what does this condition of affairs tend to when a scaman is anxious to lift himself out of these drunken and disorderly surround-

"It simply tends in one direction. Either. a seamen finds a place in one of the great liners. or he leaves the sea altogether. Shipowners and philanthropists may say what they choose, but that is the effect. The life on board the average tramp steamer or sailing ship at present is not worth living," "The outlook is a hopeless one for the mer-

cantile marine service, in your opinion?" " Not until the people of this country realise its importance and insist upon its being lifted out of its present condition will the mercantile service be improved. I do not believe there is a civilised country in the world where you will African Department of the Foreign Office, said find more ignorance of the condition under which the sailor lives than in Britain. Why, in America, away even in Wisconsin or Colorado, you will find more knowledge of the sailor and his ships than you will in the most populous centres of this country. The British people, in fact, do not realise the immense importance of the mercantile marine to our daily life. They do not understand that if our oversea traffic were supended for a single week the price of the ordinary loaf would rise to 25.

ENGLISH RADICALS AND THE WAR.

or more."-St. Jame's Gazette.

The Daily Telegraph of the 18th ult. in the course of an article on the pro-Boer cry of atrocities" by Birtish soldiers, says :-- . . . English Radicals cheer Mr. W. Redmond when he denounces the treatment of Boer women and children by British soldiers as "barbarous, outrageous, scandalous, and disgraceful," yet there is not a man or woman familiar with the character and traditions of Tommy Atkins who is not aware that he would at any time go half-starved himself rather than women and children should want for anything he could supply. Mr. Haldane was nearly hooted down for venturing to assert from the Opposition beriches that "he had yet to be convinced that there had been brought home, either to His Majesty's Ministers or to our soldiers, any blameworthiness for a state of things the cause of which must be sought for in far other directions.21

Everybody is anxious that this war should be brought to an end with all possible speed. There are two ways in which it can be done. One is by a recognition on the part of the burghers still in arms that further resistance is not only useless but wicked, and is piling up on the heads of their own kith and kin sufferings the responsibility for which they vainly | St. Joseph's Church, Garden Road :- Morning endeavour to shuffle on to us. This, the promoted by such speeches as were delivered from the Opposition side of the House.

NAME CLIPPING.

Thanks to the County Council, the street cry abolition becomes quite an accomplish fact may it not serve a useful purpose, nuisance "Not a bit. I have known ships that have | though it be, as a warning to all whose duties enforce the repetition, day after day, and week after week, of the same words? You would "Has the temperance movement, which is I think that the one essential point in a coster's cry is to be intelligible, yet this is just the rarest thing to find, and the alterations through which "If matters have improved in this respect the original call has passed are often very difficult to trace.

One is occasionally filled with admiration for themselves in London omnibuses. How do they manager to distinguish the names of their destination, to recognise "Liverpool Street"

"Lippulsey" and "M-smith," or to detect that hear the words "Seddy, Beng, Beng," "That happened in a steamer," added Mr. Even the country cousins who have mastered enough of the conductor's language to make it comparatively safe for them to go in omnibuses, have been known to mistake the mystic utterance "Airup" for the name of some distant suburb, until they heard it shouted indifferently

Of railway porters and their curious trans-"I do not exaggerate. There is no occasion | too many well-known examples to require England are gradually undergoing a complete change, for the continual reiteration rally accomplished by cutting off half the word second, or reconstructive process, is brought to sound of the written name, and it is the railway are now almost as often called as they are written, in the full glory of "Cirencester" or "Sawbridgeworth." *For this kind of charge the schoolmaster is primarily responsible, as "A new reading of the Scotsman's character, he is for the substitution of "Durby," "Burks," and "clurk" for the more actually more cor-. It is not the fault of the school-, brought about the disfiguring process that we hear so constantly applied to names of places. It is the necessity for continual repetition that causes the gradual changes of vowel-sounds, "When foreigners first come to this country or the discarding of syllables that are unem-British sailors, but they are easier to handle ductor, thanks to the ingenuity with which the than the British."

NOTANDA.

CALENDAR.

Meleorological means based on fifteen years' Barometer29.738 Thermometer81.6 Humidity83.0 Rainfall 14 210 VESTERDAY.

WEATHER REPORT. 😘 On dale at On date at Barometer..... 29.85 Temperature 84 Humidity 75 Rainfall 0.03 TO-DAY.

Saturday, 20th July, 1901. Chinese-5th of 6th muon of 27th year of Kwang-sii. Sun-Rises 5hr. 27min. Sels 6hr. 44min. Moon-In Equator shr. a.m. High water-Morning ohr. 20min. Morning 11hr. 23min. Low water-Morning thr. 40 min.

Afternoon shr 57min. VNNIVERSARIES. 1689-Ireland declared independent. 1863-The s.s. Hankow burnt at Canton. 1868-The Queen Regent of Spain born.

1887-Loss of the s.s. Pantah on the Shantung Promontory. 1893-The s.s. Antigo run into and sunk by the s.s. Bantam in Hongkong harbour,

1897-Sanitary Inspector Howe suspended for receiving bribes. 1899-Fire at 37 and 38 Kling Street, Singapore, \$427,000 damage.

TO-HORROW.

Sunday, 21st July, 1901. Chinese-6th of 6th moon of 27th year of Kwang-su. Sun-Rises 5hr. somin. Sets 6hr. 30min. High water-Morning ohr. 55min. MorningIhr. 53min. Low water-Morning 5hr. 34min.

Afternoon 6hr. 30min. ANNIVERSARIES. 1796-Robert Burns died. 1839—Chinese servants of British subjects at Macao withdrawn by Lin.

1841-Terrific typhoon in Hongkong; 6 ships lost, 4 ran ashore, 22 dismasted. 1842-Capture of Chinking by the British

1881-Suicide of Commander Scott of H.M.S. Laptving at Shanghai. 1891-Commercial Treaty between China and

1894-Collision between the steamer Chinglu and Kachidate Maru at Woosung. 1899—Japanese steamer Munobiki Maru founders off the Barren Islands.

AGENDA.

TO-MORROW. CHURCH SERVICES.

St. John's Cathedral:--Communion, 7 a.m., Matins, 11 a.m., Evensong, 5.45 p.m.

Roman Catholic Cathedral: - Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m. Benediction, German Bethesda Chapel, West Point :--Morning Service, 11 a.m.

St. Francis Church, Wanchai :- Mass (Chin.) 6 a.m., (Port.), 7.30 a.m. Benediction,

Service (English), 9 a.m. natural and expeditious method, will not be | St. Anthony's Chapel, West Point:-Mass, Wesleyan Methodist Church: Services, 10.30

a.m. and 5.45 p.m. Union Church: Services, 11 a.m. and 6 p.m., C. N. Co.'s steamer Chinkiang leaves for Iloilo and Cebu.

Tamsui via Swatow and Amoy.

MONDAY, 22nd. Cargo ex Maria Valerie subject to fent, Cargo ex Bingo Maru subject to rent.

TUESDAY, 23rd. 4.p.m.-A. L. S. N. Co.'s steamer Melpomene leaves for Shanghai. 5 p.m.-A. L. S. N. Co.'s Franc Ferdinand

leaves for Yokohama and Kobe. 5 p.m.-C. M. Co.'s steamer Perla leaves for Cargo ex Tientsin subject to rent. Cargo ex Banca subject to rent.

WEDNESDAY, 24th. O. S. K. Co.'s steamer Maidzuru Maru leaves for Anping via Swatow and Amoy. Cargo ex Coromandel subject to rent. THURSDAY, 25th.

Singapore, Penang, and Colombo. Cargo ex Sithonia subject to rent. 3 p.m.-"Shire" line steamer Glamorganshire leaves for Kobe and Yokohama. FRIDAY, 26th.

formations of the names of stations there are | (About)-N. Y. K. steamer Kanagawa Maru leaves for Marseilles, London and Antwerp. SATURDAY, 27th.

N. - Co.'s steamer Tsinan leaves for Australian Ports. P & O. Co.'s steamer Shanghai will be despatched for London.

TUESDAY, 30th. Noon-T. K. K. steamer Hongkong Mart leaves for San Francisco via Shanghai and Japanese ports.

WEDNESDAY, 31st. O. S. K. Co.'s steamer Anting Maru leaves at daylight for Foochow via Swate

In future the Telegraph shipping form supplied to Captains of, vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information:---July-9th.

Mr. W. G. Elder, late 3rd engineer, Taisang, has been transferred to the Yiksang. i. Mr. J. Smart, acting 3rd engineer, Yiksang, has signed off. Mr. Thomas Evans, and officer, Esang, is

transferred to the Laisang. Mr. G. C. Purton, late and officer, Wingsang, has been transferred to the Esang. Mr. J. Dougal, from leave, has gone and engineer, Taisang. Mr. H. Cuthbertson, and engineer, Taisang,

transferred to the Shengking.

Captain P. Garriock, late Pasting, is transferred to the Holhow, Captain L. Dawson, Hoihore, is transferred

to the Krucivang. Mr. A. McColl, late acting and engineer, Shasi, is transferred 3rd engineer, Tantsui. Mr. W. H. Arroll, 3rd engineer, Tamsui, is on leave.

Mr. Smallbrook is promoted from 31d to 2nd officer of the Haiching. Mr. Daniel has gone and officer of the Hailoone.

Mr. W. S. Burrows is temporarily sailing as and officer of the Thales, and then goes chief officer of the Haitan. Mr. R. A. Musgrave is appointed and engineer of the Thales.

July 12th. Mr. E. B. Hayes is transferred from the Hunan as chief officer to the Whampoa. Mr. T. Davies is transferred from s.s. Iloihow as and officer of the Whampea.

July 13th. Mr. H. Coughlan, and officer of the Indrani. s transferred to the Indravelli. Mr. Firth, R.N.R. sails as 2nd officer of the Indrani.

Mr. W. S. Burrows is appointed chief officer of the *Haitam* Mr. A. B. Short is 2nd officer of the same

Mr. Fairfield 3rd officer same ship. Mr. C. H. Walker is transferred as 2nd officer o the Thals.

A. H. Macdonald has gone to Manila to join

F. Fairweather, and engineer, s.s. Diamanie, has resigned.

T. Clark, 3rd engineer, Diamante, is promoted 2nd engineer, s.s. Diamante. D. M. Wilson, has joined s.s. Diamante, as

John Pender, chief s.s. Nanshan, is promoted. Superintendant engineer, Messrs, Bradley &

J. Paterson, and engineer, Nanshan, is promoted chief, Nanshan, W. A. Jamieson, has joined Nanshan, as 3rd | Mules and 4 Horses.

R. W. Musgrove, has joined s.s. Thales, as and engineer. Ed Potts, has joined s.s. Perla, as 3rd

Mr. Allan, Amoy Dock, has resigned. John Watson from Saigon Rice mills, has joined Amoy Dock, vice Mr. Allan resigned. James Watson, resigned from Sishan, has joined Saigon Rice mills, vice John Watson, resigned

SHIPPING AND MAIL NEWS.

MAILS DUE. American (Hongkong Maru) to-morrow. German (Konig Albert) 22nd instant. German (Bayern) 24th instant. Indian (Chelydra) 25th instant.

American (China) 28th instant. Canadian (Empress of China) 30th instant American (Doric) 6th prox. American (Nippon Maru) 14th prox.

The P. M. S. S. Co.'s steamer Doric with style in which "Steamers Expected" and "Projected Spilings" are now published in these columns, and in so doing respectively urgo the managers of shipping firms to the are now published in these columns, and in so doing respectively urgo the managers of shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis with the latest available information avery day, mails, &c., left San Francisco for this por via Honolulu, Yokohama, Inland Sea, Kobe,

The N. Y. K. Co.'s steamer Yawata Maru (Australian Line) left Nagasaki via Shimonoseki for this port on the 19th inst., p.m. and is. expected to arrive here on the 23rd inst,

The P. M. S. S. Cols steamer Nippon Marit with mails &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki, and Shanghai, on the 17th inst.

The P. M. S. S. Co.'s steamer China with mails, &c., from San Francisco to the 29th ulto. via Honolulu, has arrived at Yokohama, and left for this port this morning the 20th via Inland Sea, Kobe, Nagasaki and Shanghai,

HUNGKONG AND WHAMPOA DOCK RETURNS Union at Kowloon Dock (About)-N. D. L. steamer Bayern leaves for Sishan Y. Sontan Clara Hoihao Sungkiang Colonies..... ... Cosmopolitan. Gulhrie

PASSED THE CANAL.

Outward-11th June-Kongsberg, Erzher zog, Franz, Ferdinand, Erica. 14th June-Bamberg, Patroclus, Ernest Simons. 18th June -Antenor, Indus, Awa Maru. 21st June-Bingo Maru, Edderton. 25th June-Mogul. Neckar. 28th June-Benvenue, Stentor, San onia, Alexandria, 2nd July-Bombay, China, Suevia, Konig, Albert, Cocle, Salfordia. 51) July-Oceanien, Ulysses, Tamba Maru, Tantalus, Segovia., 9th July-Glenfarg, Glenturret, Massilia, Sibiria, Spithead, Incuman, Warrior. 10th July-Pisa. 12th July-Idomeneus, Annam, Strothord, Yangtsze, Yarın. 16th July-Glenskiel, Shinano Maru, Princess Irene, Salsuma.

Homeword-18th June-Stuttgart, Banca, Dresden, Batuvia, Meridian, Oceano, Sithonia. 25th June-Canton, Preussen, Silvia. 2nd July-Calchas, Ceylon, Laos, Inaba Moru. 5th July-Afridi. 9th July-Hamburg. 16th July-Dardanus, Natal.

Arrivals at Home-25th June-Ascania, Awa Maru, Konigsberg, Marburg. 28th June -Wittekind, Antenor. 2nd July-Ramberg, Dordogne, Preussen, Pyrrhus. 5th July-Richmond Castle. 9th July—Ceylon, Inaba Maru, Laos. 12th July—Calchas, Saxonia. 16th July-Hamburg, Suevia.

M. Giesche, 19th July,-Singapore 12th July, and Hojhow 18th, General,-Chinese. GHEANG CHEW, British steamer, 1,213, H. C. D. Frampton, 19th July,—Penang and Singapore 13th July, General.—Chinese.

GLAMORGANSHIRE, British steamer, 2,888, Davies, 20th July,-Manila 17th July, General.-Shewan, Tomes & Co. APENRADE, German steamer, 611, H. Lorenzen,

20th July,-Haiphong 17th July, and Hoihow 19th, General, - Jebsen & Co. SHANTUNG, German steamer, 1,000, Schonward, 20th July,-Swatow 18th July, General.—Siemssen & Co.

UGANDA, British transport, 5,366, John Black, 20th July,-Taku 14th July, Ballast.-Government.

Clearances at the Harbour Office. Cheang Hock Kian, Dutch Str., for Amoy. Wo Ping, Chinese steam-launch, for Wuchow. Chinking, British str., for Shanghai, Cheang Chew, British str., for Amoy. Couch, British str., for Shanghai. Loongmoon, German str., for Shanghai. Independent, German str., for Canton. Pak Kong, British str., for Canton. Simongon, Dutch str., for Amoy. Apenrade, German str., for Haiphong. Heimoon, British str., for Canton.

July 20, Sunda, British str., for Europe. July 20, Aristea, Austrian str., for Moji. July 20, Independent, German str., for Canton. July 20, Carthage, British hospital-ship, for

July 20, Kagoshima Maru, Japanese str., for

July 20, Leongmoon, German str., for Shanghai. July 20, Taishun, American str., for Shanghai.

July 20, Lombard, British str., for Rangoon. July 20, Chinking British str., for Shanghai, July 20, Elita Nossack, Ger. str., for Canton. July 20, Arratoon Apear, British steamer, for

Passengers-Arrived.

Per Cheang Chew, from Singapore-552 Chi-

Per Uganda, from Taku-Gapts, P. H. Canningham, P. K. Chitale, Sergts. J. Ferry, Mc-Hale, 250 Natives (Troops and Followers), 476

Departed. Per Yuensang, for Manila-Messrs. W. M.

Lavensaler, Paul Floer, Lieuts. Wells, U. S. Navy, Spear, U. S.-Navy, Mr. M. M. de la Heguera, Mrs. Stickney, Messrs. Jones Younger, C. Burt, C. Dietrich, A. J. Finlay, Mrs. Foisher, Mr. and Mrs. Mitchell, Messrs. A. Cameron, J. B. Martin, Mrs. Miller and

SHIPPING REPORTS.

Captain J. Black, of the steamship Ugunda, from Taku, reports :- Fine weather.

Captain Frampton, of the steamship Cheang Chew, from Penang and Singapore, reports:-Fine weather throughout.

STEAMERS EXPECTED.

American (Nippon Maru) 14th prox. The N. P. S. Co.'s steamer Braentar left Tacoma on the 17th inst., for Yokohama and Hongkong. The O. & O. S. S. steamer Stentor left Singapore to-day and is due here in Hongkong Maru Singapore to-day and is due here in Hongkong. The N. Y. K. Co.'s steamer Stentor left Singapore to-day and is due here in Hongkong Maru Singapore to-day and is due here in Hongkong Maru Singapore Singapore to-day and is due here in Hongkong Maru Singapore Tosa Maru Singapore to-day and is due here in Hongkong Maru Singapore Tosa Maru Singapore to-day and is due here in Hongkong Maru Singapore Tosa Maru Singapore to-day and is due here in Hongkong Maru Singapore Tosa Maru Singapore to-day and is due here in Hongkong		
The N. P. S. Co.'s steamer Braemar left Tacoma on the 17th inst., for Yokohama and Hongkong. * * * The O. & O. S. S. steamer Stentor left Singapore to-day and is due here in Hong-kong on 25th inst. * * * The N. V. K. Co.'s steamer Braemar left Melpomene	From: Di	n)
(European Line) left Shimonoseki for this port Empress of China. Vanc	ghaiTo-me apore July 2	and and and and and 4th 4th 6th
here on the 24th inst. * * * We would direct the attention	rancisco Aug. 1	14th

PROJECTED SAILINGS.

Destination. AlcinousLondon......July 23rd Alexandria Havre, &c........ Sept. 2nd America Maru ... San Francisco, &c. Sept. 17th Andalusia Havre, &c. Sept. 21st Anping Maru ... Foochow July 31st AustralianSydney, &c......luly 24th Arara New York Aug. 15th Bayern Straits, &c. Bengal Europe, &c...... Aug. 3rd Braemar Victoria, B.C. Aug. 27th China...... San Francisco, &c. Aug. 6th City of Peking ... San Francisco, &c. Sept. 24th Coptic San Francisco, &c. Sept. 10th Deucalion London Aug. 6th Doric San Francisco, &c. Aug. 15th Duke of Fife Victoria, B.C. Sept. 10th Emp. China Vancouver, &c Aug. 7th Emp. India Emp. Japan Fiz. Ferdinand...|Yokohama & Kobe July 23rd Gaelie San Francisco, &c. July 23rd Glamorganshire. Kobe & Yokohama July 24th Glenogle Victoria, B.C. July 26th Hamburg Straits, &c. Oct. 16th HeathburnNew.York Hongkong Marti san Francisco, &c July 30th Hudson New York Aug. 1st F. Chapman. New York Qk. desp. K. Compinion ... Portland, &c. Aug. 10th Kaisow Victoria, B.C. Qk. desp. Kanagawa Maru Marseilles, &c fuly 26th Kashing Illoilo, &c.......... July 24th Kiautschou Straits, &c. Nov. 13th Kinshiu Maru ... Victoria, B.C. July 29th König Albert .. |Straits, &c. |Aug.22nd LaisangJapan July 27th

Loongsang Manila tuly 26th Manuel Llaguno, New York Oct. 25th Massilia...... Shanghai Aug. 2nd Melpomene Shanghai July 23rd Nanchang...... TientsinJuly 24th Nippon Maru ... San Francisco, &c. Aug. 24th Patroclus Liverpool Aug. 15th Peleus London Aug. 20th

Peru San Francisco, &c. Aug. 31st Preussen Straits, &c. Oct. 2nd Prinz Heinrich... Straits, &c. Sept. 19th Prinzess Irene ... Straits, &c. Sept. 5tn Sachsen Straits, &c. Oct. 30th ShanghaiLondon......July 27th Sihiria Havre, &c. Sept. toth Stentor London Sept. 3rd Strathgyle San Diego, &c. ... Sept. 15th Stuttgart Straits, &c. Aug. 8th

Thales Swatow July 23rd

CHEANG HOCK KIAN, Dutch steamer, 1,020

Tsinan Sydney, &c........July 24th Wuerzburg Havre, &c. July 23rd Yangtsze Seattle, &c. Qk. desp.



PROJECTED SAILINGS FROM HONGKONG.-SUBJECT TO ALTERATION.

STEAMERS.

SAILING DATES.

MARSEILLES, LONDON & ANT-)
WERP, VIA SINGAPORE, PENANG, } KANAGAWA MARU J. MacKenzie COLOMBO and PORT SAID

FRIDAY, 2nd August, at

A. S. MIHARA.

Manager.

YAWATA MARU..... TOWNSVILLE and BRISBANE A. E. Moses VICTORIA, B.C. and SEATTLE, MONDAY, 29th July, at U.S.A., VIASHANGHAI, MOJI, KOBE (D. D. M.) KINSHIU. MARU and YOKOHAMA

TAMBA MARU { KOBE and YOKOHAMA

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

---Hongkong, 18th July, 1901. ---

J. W. Wales..... ?

NORTHERN PACIFIC STEAMSHIP TOYO KISEN KAISHA. COMPANY.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG. HONGKONG MARU

(via Shanghai, Naga-Tuesday, 30th July, saki, Kobe, Inland at Noon. Sea, Yokohama and Honolulu)

NIPPON MARU (via Shanghai, Nagasaki, Saturday, 24th Aug., Kobe, Inland Sea, Yokohama & Hono-

AMERICA MARU (via Shanghai, Nagasaki, (Tuesday, 17th Sept., Kobe, Inland Sea, Yokohama & Hono-

at Noon.

THE Twin Screw Steamship

"HONGKONG MARU," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, IN-

LAND SEA, YOKOHAMA and HONO-LULU, on TUESDAY, the 30th instant, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.'

Steamers of this line pass through the IN-LAND SEA OF JAPAN, and call at HONO-LULU, and Passengers are allowed to break their journey at any point en route.

France, and Germany by all trans-Atlantic CASCADE MOUNTAINS. The YELLOWSTONE lines of steamers, and to the principal cities of NATIONAL PARK route. the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, Union Pacific, Denver and Rio Grande, tion. and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of ment Services. £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, Union Pacific, Denver and Rio Grande, and other direct connecting Railways and from Chicago to destination the choice of direct

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

rreight will be received on board until 4. P.M. the day previous to sailing. Parcel same day; all Parcel Packages should be FRANCISCO, VIA-MOJI, KOBE, YOKO-

Consular Invoices to accompany Cargo des- Through Bills of Lading issued to any point tined to points beyond San Francisco in the in the United States. United States should be sent to the Company's | Cargo will be received on board until 5 P.M. Office in Sealed Envelopes, addressed to the the day previous to sailing. Parcel packages Collector of Customs at San Francisco. For further information as to Passage and time. All parcels should be marked to address

Freight, apply to the Agency of the Company, in full. Value of same is required. Queen's Building. GEORGE ECKLEY,

Acting Agent. Hangkang 4th July 1991

THE CHINA MUTUAL STEAM NAVIGA-TION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE

VICTORIA (B.C.) AND SEATTLE, Calling also at TACOM and carrying Cargo on through Bills of Lading to NEW YORK

and other points of the United States in connection with the GREAT NORTHERN RAILWAY CO.'S

HE Steamship

Tons 3,920. Commander G. A. Rodway. is due here on 6th July, and will have quick

For Rates of Freight and further Particulars, JARDINE, MATHESON & Co.,

Agents. Consular Invoices must accompany Overland Shipments. Hongkong, 27th June, 1901.

PROPOSED SAILINGS FROM HONGKONG.

SHANGHAI, INLAND SEA OF JAPAN

KOBE AND YOKOHAMA. FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers.	Tons.	Captains.	Proposed Sailings.
Glenogle Tacoma Braemar Duke of Fife	3,601	W. Watt	Aug. 6 Aug. 27

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES · and to EUROPE.

HONGKONG TO LONDON £52. Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48. The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 41 days. Through Passage Tickets granted to England, Magnificent Scenery of the ROCKY and

> HONGKONG TO VICTORIA, TACOMA £35.

The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYEA and SF. MICHAEL. Rates of Passage to other Points on applica-

Special rates allowed to members of Govern-For further Information as to Passage, or

Freight, apply to DODWELL & Co., LIMITED. General Agents. Hongkong, 16th July, 1001.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA

FE RAILROAD CO. PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

to San Francisco, to Atlantic and Inland Cities Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, The UNITED STATES, &c Strathgyle

THE Steamship

"STRATHGYLE." Packages will be received at Office until 5 P.M. will be despatched for SAN DIEGO and SAN marked to address in full; value of same is HAMA and HONOLULU, on or about the 15th September.

will be received at the OFFICE until the same

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the 1- Collector of Customs, San Diego. For further Information as to Freight or

BUTTERFIELD & SWIRE, Hongkong, China and Japan.

FOR NEW YORK. THE 3/3 A. I. I. American ship

Manukanu, geh July, rant

"MANUEL LLAGUNO," will load during September and October, sailing about 25th October.

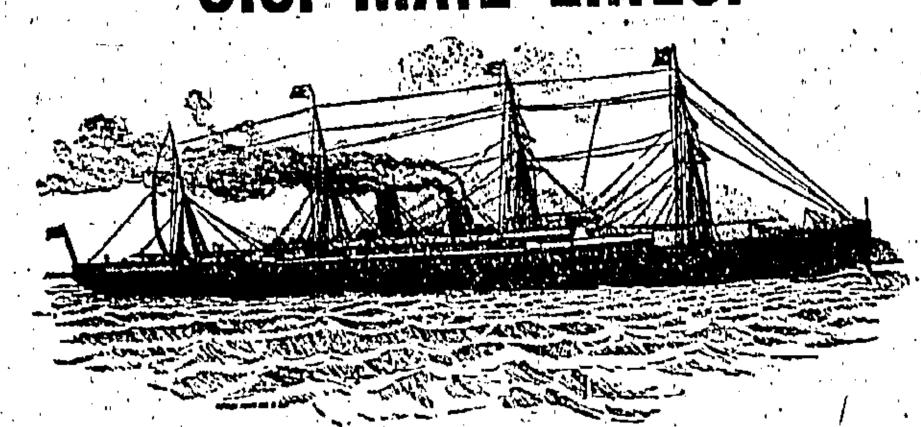
For Freight, apply to SHEWAN, TOMES & CO. Hongkong, 8th July, 1901.

FOR NEW YORK. THE 3/3 A. I. I. American ship

shortly expected here from KOBE will load for the above Port and will have quick despatch. For Freight, apply to ARNHOLD, KARBERG & Co. Hongkong, and July 1901

"I. F. CHAPMAN,"

Mails.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

SYDNEY and MELBOURNE, VIA FRIDAY, 26th July, at TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, MANILA. THURSDAY ISLAND, FRIDAY, 26th July, at TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

> PROPOSED SAILÍNGS FROM RONGKONG. TUESDAY, 23rd July, at Noon. TUESDAY, 6th August, at Noon. THURSDAY, 15th August, at Noon. "PERU,"SATURDAY, 31st August, at Noon. "COPTIC"TUESDAY, 10th September, at Noon. "CITY OF PEKING"......TUESDAY, 24th September, at Noon.

THE O. & O. Company's Steamship "GAELIC," will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKO HAMA and HONOLULU, on TUESDAY, the 23rd July, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at

any point en route. Through Passage Tickets granted to England, France and Germany by all trans-Atlantic

lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAIL. WAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the clioice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, : Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan. . . Return Passage.-Reduction will be made to passengers who do not hold return tickets,

making the return-journey between ports in the Orient and Honolulu or beyond, within twelve Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Franscisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by

the Companies' and connecting Steamers. Freight will be received on board until 4 P.M. the day previous to sailing, Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

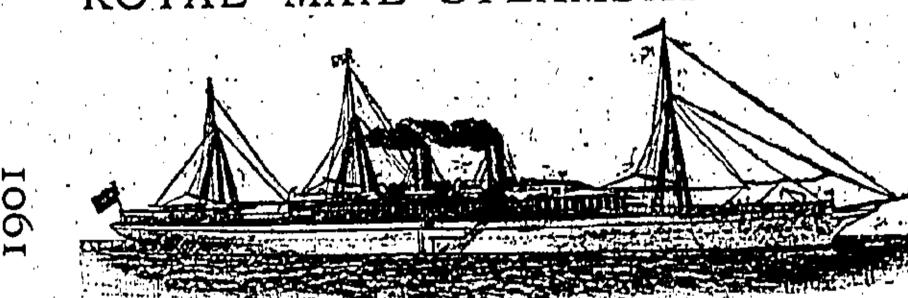
Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco. Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value

is less than \$100. U.S. Gold. For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building. GEORGE ECKLEY,

Hongkong, 19th July, 1901.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

Acting Agent.



PUNCTUALITY, THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA

- AND THE UNITED STATES. (CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) Twin Screw Steamships-6,000 Tons-10,000 Horse Power-Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG. EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. ... WEDNESDAY, 7th August. EMPRESS OF INDIA ... Comdr. O. P. Marshall, R.N.R... WEDNESDAY, 28th August.

EMPRESS. OF JAPAN...Comdr. H. Pybus, R.N.R......WEDNESDAY, 25th September. THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND I SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

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Hongkong, 17th July, 1901.

D. E. BROWN, General Agent, Pedder's Street. [3]

HAMBURG-AMERIKA OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,

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Hongkong, 19th July, 1901,

Zhipping--Steamers.

CHINA NAVIGATION COMPANY,

		J		TED.	, , , , , , , , , , , , , , , , , , ,	<u> </u>	
, 	•	FOR		STEAM	ers.	To	SAIL.
MANI	LO and CE			" NANCHA " KASHING " TSINAN	3 "	24th instant. 24th instant. 24th instant.	
COO VII	OKTOWŃ.	CAIRNS, SBANE, SY	TOWNS: (DNEY and)	" TSINAN		24th instaut.	

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is

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Agents. Hongkong, 17th July, 1991; AUSTRIAN LLOYD'S STEAM NAVIGA-TION COMPANY.

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sions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric-light. A Stewardess' and a duly-qualified Surgeon

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THE Company's Steamship

"MAIDZURU MARU," Captain K. Sudzuki, will be despatched for th above Ports on WEDNESDAY, the 24th instant. For Freight or Passage, apply to

Hongkong, 15th July, 1901. THE OSAKA SHOSEN KAISHA, LIMITED.

THE Company's Steamship "ANPING MARU, Captain S. Atsumi, will be despatched for the

above Port, on WEDNESDAY, the 31st instant, at Daylight. For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA,

Agents.

Hongkong, 17th July, 1901. TO NEW YORK,

VIA PORTS AND SUEZ CANAL. PROPOSED SAILINGS FROM HONGKONG. WHUDSON".....about 1st Aug. HEATHBURN"about 15th Aug. 'IUPITER"..... SATSUMA"

"RICHMOND CASTLE" ...

For Freight and further Information, apply DODWELL, & Co., LIMITED, Hongkong, 5th July, 1901.

IMPERIAL GERMAN MAIL LINE

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA. THE Imperial German Mail Steamship "KONIG ALBERT,"

of the NORDDEUTSCHER LLOYD. Captain C. Polack, due here with the outward German Mail about MONDAY, the 22ndinstant, will leave for the above Places about 24 hours after arrival. NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & CO., Agents. Hongkong, 19th July, 1901.

COMPANY. Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY, Operating the New First-class Steamships

PORTLAND AND ASIATIC STEAMSHIL

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between HONGKONG and PORTLAND (OR.,) Calling at Shanghai, Nagasaki, Moji, Kobe, and YOKOHAMA.

THE Steamship "KNIGHT COMPANION," will be despatched for PORTLAND (OR,) on or about the 10th August, 1901. Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and

United States Points. For through Rates of Freight and further Information, communicate with or apply to ALLAN CAMERON, General Agent,

SHEWAN, TOMES & CO. Hongkong, 19th July, 1901. THE CHINA MUTUAL STEAM NAVIGA-

TION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE VICTORIA (B.C.) AND SEATTLE. Calling also at TACOMA and carrying Cargo on through Bills of Lading to New YORK and other points of the United States in connection.

with the GREAT NORTHERN RAILWAY CO.'S: LINES. THE Steamship

"YANGTSZE," Tons 6,457. Commander H. L. Allen, is due here on 6th August, and will have quick For Rates of Freight and further Particulars,

Hongkong, 19th July, 1901. TO IMPORTERS FROM THE UNITED

JARDINE, MATHESON & Co.,

THE CHINA MUTUAL STEAM NAVI-GATION COMPANY, LIMITED, having Established a REGULAR SERVICE of STEAMERS from SEATTLE (Puget Sound) to JAPAN, CHINA and the PHILLIPINES, in conjunction THE MITSUI BUSSAN KAISHA,

with the GREAT NORTHERN RAILWAY LINES of the United States, are prepared to contract for the conveyance of Goods from the Pacific Coast and interior points of U.S.A. to the

FOR FOOCHOW VIA SWATOW AND THE Steamship

"KINTUCK," Sails from Seattle about the 12th of July; "CHINGWO," Sails from Scattle about the 21st of July;

Sails from Seattle about the 14th of August; Sails from Seattle about the 24th of August;

~"YANGTSZE," Sails from Seattle about the 27th of September; and will be followed by the Company's regular

For further particulars, apply at THE CHINA MUTUAL STEAM NAVI: GATION CO.'s OFFICES, NEW YORK To the Agents of the Company at Japan, China, Hongkong, Phillipines and Straits; FRANK WATERHOUSE & CO., General Western Agents, SEATTLE; or to GEO. SUTHERLAND, General Agent for

the East, SHANGHAL AND SA JARDINE, MATHESON & Co.,

Hongkong, 18th July, 1901,

build and use.

steep banks,

quoque spirif.

drivers of two of these.

for a long while ahead.

TEACHING HIS GRANDMOTHER!

." Owing to their constant use without proper

It would be interesting to have these asth-

matic symptoms more definitely described.

Absence of proper attention may indeed cause

valve glands to blow. But how it can check

the generation of steam in a boiler beats all

scarcely be construed into want of proper

attention. The only other reason which can

be assigned for a locomotive losing steam

upon a heavy gradient is owing to the

boiler being too small to keep the cylinders

supplied. To suggest this as the explanation

of the American engines' failure in the Con-

sular report would probably be to hit the right

nail upon the head. They were doubtless built

with very large cylinders, to give them great

tractive power; but these would have the effect

of exhausting steam faster than the boiler

could generate it when hauling big loads up

And why should the new English engine

prove utterly unequal to performing the task.

which the short-winded Yankee engine had

been accomplishing regularly? It is to be

presumed that when the order for the loco-

inotives was placed the character of the work

they were required to do would be specified.

engines that will pull their loads up heavy in-

then he must be conscious that he is writing

.THE FACTS ABOUT FOREIGN ORDERS.

to apologise for the magnificent steel grey.

hounds in which he takes an insatiable pride.

But for all that, I cannot refrain from chal-

lenging the Yankee Consular report in the tre

We have American locomotives over here, as

doubtless this Consul would gleefully remind

us. The Midland are working several of them

on their road, and I am acquainted with the

The Yanker engineering journals exulted

when the Midland Company placed their con-

"tract with the Baldwin Works. Their cry was

that English locomotive practice was now killed

doubt knew, the real reason of these orders

coming across the Atlantic. The Midland had

occasion to greatly increase its rolling stock.

Derby was quite inadequate to promptly coping

supply many of our railways, such as Messrs.

Sharp, Stewart and Co., Messrs, Dubbs, and

Stephenson and Son, were chock-a-block with

contracts, and would undertake nothing more

The Midland had no choice; they wanted

locomotives at once, and so they had to go to

is true, but they assuredly did not get them

The boilers are big, the heating surface is large,

been ahead of our own, although we are now

turning out engines quite equal to any of theirs

in this respect, as witness the huge Great

A TIN-POT CROCK.

surably so in quality. One of the Midland

drivers assured me that the rods and spindles

his time in adjusting them. "Low price and

bad stuff." said he with a significant grin,

"Give me one of our Derby red racers, and !

will be buzzing my road up the Lickie long

after this lamp-black and tinpot crock has

His remark summed up the whole philoso-

phy of the subject. The Yankee engine i

cheaper, but the saving is effected by sacri

ficing the period of its life. Our Consular

friend reports the American locomotive in

Jamaica as breaking down after five years. As

an illustration of the length of life of a British

engine, the old "Cornwall," built for the

London and North-Western Railway in the "forties," quite recently ran the "West Coast

Diner " (the heaviest train in England) from

Euston to Preston at express speed. Many of

the converted broad-gauge-engines on the

Great Western are still daily doing first-class

work after a quarter of a century of hard usage.

Let us, in the language of Dr. Johnson,

clear our minds of cant. The British loco.

motive is the finest, as it certainly is the hand-

somest, engine in the world. Other countries

claim faster trains. France runs the Amiens

express, which beats our highest record. But

what our pessimists forget, in bewaiting such

a state of affairs, is the "bulk of traffic." Take

your stand upon the platform of any ways de

station on one of our great lines, and hour b

hour watch express after express go dashing

No other country in the world can approach

it. America runs the "Empire State Express,"

which gets "line clear" for an hour ahead.

France will run one train at sixty miles an hour

to every score of ours that do fifty-five miles an

hour. Our drivers know that they can never

have a clear road for more than a few minutes

shead, and in this the whole matter of speed

Is there anyone who really believes that

other countries can run their trains faster

because of the superior merits of their loco-

motives? If so, let me tell them this: Many

a time, with the permission of the authorities,

have I myself driven the fastest regular train

in England (3'35 ex Paddington), running over

100 miles without stopping. And at the time

when we have been thundering over the road

at seventy miles an hour, with ten eight-wheel-

ed bogie coaches behind us, each weighing

Which means that with such a load and at

one-third of the power she was actually gen-

erating. To have opened her to her fullest

spit red-hot ashes amid the pouring volumes

from her chimney, and to have quickened her

speed until the first sharp curve checked her

tempestuous flight by a dizzy, headlong plunge

Whatever may be the shortcomings of our

railways, these most certainly do not extend to

the British locomotive. The Yankees say our

engines cannot keep steam. Well, I have

often taken the first half of the "Cornishman.

from London to Exeter without a stop, the

longest regular run on earth, may it please

finger of the pressure gauge fall below 145lbs.

to one-third its valve stroke.

through.

summed up.

off the metals,

up the Wellington Bank.

rusted out of sight upon the scrap heap,"

wear so fast as as to keep a man busy most of

Western structures of the "Waterford" class.

with the demand; the big private firms which

They forgot to mention, although they no

The British engineman needs no exponent

Bad chal might do it, but this cause could?

attention American locomotives have developed

a shortness of steam on the steep grades."

It was the 0th November, 1901. All Hongkong had attended the grand parade of troops in the Happy Valley in honour of the King's birthday and both troops and public had gone to rest, after a rather tiring day and were sleeping the sleep of the just. Thus the blow fell all the more unexpectedly and like a thunderclap.

Affairs in the North had dragged on in a most unsatisfactory manner throughout the summer. Russia had made herself ohnoxious over the Corean affair and had been backed up by France. There had been one of the periodical war scares, and the whole of the British fleet had been hurried north to dog the combined French and Russian squadrons and a fine dance they had been led, but matters were supposed to be amicably settled and hence, nobody expected anything out of the common to happen.

But Russia and France perfectly understood what they were about and had been, right through the summer, preparing a grand coup which was now to take place. Russia had a reinforcement of a couple of battleships and three cruisers on the way out. They had been dogged as far as Singapore by the East Indian squadron, and from there as the scare was over they were allowed to come up the China coast unwatched. France nob idy took any account of. She had been active in Canton and on the West River, but nobody supposed for a minute that her four or five small river gunboats would ever trouble Hongkong. At the same time that the Russian reinforcements for the fleet passed Singapore, three of the Russian Volunteer Fleet went through with troops, but the passage of these vessels through the Straits is of too common occurrence to excite comment.

But under all this lay a network of preparations which nobody dreamed of. The French, were sending home a couple of regiments from Saigon and a battery of artillery and these were timed to leave Saigon about the 5th of November. So they did, and what is more, they met the Russian squadron and turned back under easy steam, passing Saigon and coming on towards Hongkong, but keeping well out of the regular track of vessels, in order not to excite suspicion. There were thus two battleships and seven transports, with three fast cruisers on the way to Hongkong, and nobody dreamed of any war cloud being in the air

Now the French Consul at Hongkong, had been invited to witness the review at Happy Valley, but he sent a polite little note, pleading indisposition. This slid not however prevent his receiving some twenty or thirty French leaving went to the Telegraph Office and disdifferent piers, from which unestentatious launches were steaming away shortly afterwards carrying very merry bathing parties.

Nothing happened until nearly daylight of wires were cut.

musketry fiving from the Magazines told that there was trouble in that quarter. It continued | life's lease. for perhaps three minutes and, just as the first company of men was advancing at the double in that direction, a muffled roar toldthem that one of the Magazines had gone up. The concussion was tremendous; houses collapsed like packs of cards and hundreds of people were crushed in the streets by falling walls and roofs. The ruin was tremendous. Then, one by one, the other magazines exploded and the havor wrought was fearful. The Volunteer battery attached to the China Sugar Refinery at East Point had mustered and were just on point of marching out, when Kellet Island magazine went up. The sugar works and adjacent houses were blown into dust debris. Hardly a house remained standing in every direction, and made the whole City a | she is within my reach." perfect Hell. Hundreds, nay thousands were slowly burnt to death, owing to their inability to escape from the ruins of the houses. And then, as if in mockery, Belcher's battery at West Point, opened fire, but not on the guns. Torpedo Depot and Cosmopolitan Docks. As | pray for your immortal soul," for the men-of-war in port, there was only the edestroyers. None of them had steam up and lying right under the hill, they could not bring a gun to bear, at such a great elevation.

In twenty minutes Hongkong had been converted into a mass of ruins. Every Dock. and each had a vessel in it at the time, had had its caisson blown in, wrecking the vessel within and damaging the sill to such. an extent that it would take months to repair. The guns on Barker Road and at the Gaps, had knocked the buildings at the Naval Vard, the Ordnance Yard, and the whole of the Barracks to pieces, besides destroying the Gas and Electric Works. Belcher's had turned its guns on the Torpedo Yard and Cosmopolitan Docks and had completed the wreck which the first explosions had commenced. Then there was a full for a few minutes before firing recommenced, but this time it was not the guns on the hills that spoke, it was Stonecutter's and Kowloon East shelling the heights | praying silently.

the guns at the Peak failed to reply, and it was now as I could see her then, smiling in all the Jamaica states that a patriotic but expensive forty-five tone, the engine has been notched-up then seen that they were descried. The grace of girlhood, the bonniest, proudest face effort has been made to substitute British for remnant of the Garrison which had escaped in all the south land. She loved me then, and American locomotives on the Jamaica Railthe general destruction below, and the rein. I loved her too. I can see the cottage in the way. Owing to their constant use without forcement from Kowloon, and Volunteers, hills, the little white cottage that was built like proper attention American locomotives have made a rush for both Gaps and met with no a hird's nest, half shrouded in trees. I can developed a shortness of steam on the steep opposition whatever. All they saw was the tail smell, even now, the moss roses and wild gerend of a body of men disappearing somewhere aniums that struggled all over the great wilder. far down the Aberdeen Road, and that was all ness we called our garden, and the hedge of wild the Garrison of Hongkong saw of the invaders, furre that skirted the road. I can see it now who withdrew to the ships in waiting and got as plainly as I used to see it morning and —clear away with the loss only of a couple of night as I jumped my horse over it, and the to the task of hauling the cars up a high hill their transports, which were overtaken and little creek bordered with pear-trees, where she sunk by four destroyers which went in pursuit and I used to sit in the hot noonlide in the Bome couple of hours later.

Previous to leaving, however, the invaders had future-I can see it all, Father." placed and exploded mines at Tytam, Pokfulum | And the priest went on with his praving. Absolutely futile, except along the water-front. | the sight of that face brings back a pain that for a considerable time, but by degrees the my side."

details of the raid leaked out. It seems that the explosions which blew in the caissons of the docks and ruined them completely for the He was a Churchman, though not your fairh, time being, were occasioned by five ordinary, and he stood by my side when my girl wife; launches, which had been quietly fitted out at | and | were married, and his lips were first to Canton as temporary torpedo boats, and came wish us long life and happiness, and his hand in answer to the telegram sent off by the French was the first that we clasped as man and wife. Consul. They excited no suspicion as they He was my friend, and in all the wide earth steamed in, in fact it is doubtful if they were | there was none whom I loved as I loved him over noticed at all. The cutting of the wires | for he had stood between me and trouble from throughout the Colony, was carried out by the | childhood." innocent looking bathing parties, who, it need hardly be said, all withdrew with the French | priest with white set face. Consul to the foreign ships. This having been done, the rest was comparatively easy. About | gone lame with me as I rode homewards, so and troopers at different points along the south | the hillside, and neither the hoofs nor my footorders carried out, that no alarm was raised. reached a gap in the hedge that faced my As soon as this was done, a fairly large force | bedroom window, and I was passing through the hills overlooking Hongkong, by way of the | his head just reached above the window-sill. Aberdeen and Pokfulam Roads. A considerable force was sent round the Island by the Aberdeen Road, and had very little difficulty in rushing Belcher's Battery from the rear, and the turning of its guns on the Cosmopolitan Docks, Torpedo Depot and Barracks of the Hongkong regiment was easily managed. The only places where any opposition was met with were at-Mount Austin Barracks and the Sanitarium at Magazine Cap; but the men at both these places were taken completely by surprise and, being without ammunition, were soon account-

Naval and Ordnance Yards, Harracks, Magazines and the Torpedo Depot was complete, the guns and retired, having rendered Hongkong practically useless as a base in the war which followed.

As for our store of coal, that was fired during | when he saw me; then came on with out- | (which seems scarcely possible in a man who the general confusion by Chinese incendiaries, stretched hand. I, dashing his hand aside, speaks of "developing shortness of steam"), hired for the purpose by the Erench Consul. The raid was truly awful in its consequences, and its daring simplicity ensured success.

W. FARMER.

A LIFE FOR A LIFE.

The man on the rude bunk in the tattered tent smiled grimly into the priest's eyes. Yet in that one quick smile there was a lifetime of scorn and bitterness, and the priest, looking subjects who came to call at his residence at | down with pitying glance on that hard, stern, about four o'clock, and who were closeted with | unyielding, face, upon which the twilight of him for fully half-an-hour. One of them on | death was fast setting, knew intuitively, that a wild and wasted life was rebbing to its close. patched a wire. The rest, accompanied by He stooped and ran his soft white hand over the Consul, split themselves up into four the brow which carried many a furrow that separate parties and went quietly down to years alone had never placed there, for he who lay dying was a young man still-young as the years are counted, old in adversity and in iniquity.

Outside the tent the night was calm and the tenth—at least nothing so far as anyone in | still, excepting when a burst of rude laughter the city knew. Then the whole town was or the chorus of a song rang out from one of awakened by a tremendous explosion in the of the many groups of diggers who were gatherdirection of Hungham Locks, followed a few ed around the camp files of Minter's Gully, for and taking from my pillow, where she had pinseconds afterwards by several others from the the "boys" were on gold in Kurnalpi, and a day ned it, a letter, gave it to me with the one word same direction and by similar explosions from of toil was ended, usually, by a night of riot. the Cosmorolitan Docks. Everybody turned The priest looked down upon the broad out. The General gave orders to telegraph to shoulders, and the white round arms that Kowloon immediately to find out the cause of looked almost womanish in their nudity, and the explosions. The Covernor gave similar he knew, for he was a man of the world as orders, but they were never carried out. The | well as a priest, that the wreck before him was the remnant of an athlete. He did not know Then an awful thing happened. It was but I the man except by repute, and the reputation some three minutes after the first explosion on he had borne was an evil one. He had heard the Kawloon side, when there was a deafening of him as a cynic in his sober moments, and roar overhead, and the horror-struck inhabitants | as a savage in his cups. A sneering, reckless, as they were rushing out of doors saw that ruthless devil, possessing neither love nor several guns had been posted at Victoria and reverence for things human or divine. One Magazine Gaps, with more along Barker | who knew no fear and had no faith. Men said Road, and the whole of them had opened fire he was one who would give his last crust simultaneously upon the Barracks, the Naval Lto a starving dog, and his last sneer to Yard, and the Ordinance Yard. Bugles were a woman-and yet women had liked ringing out in the Barracks and officers and him as much as the men hated him, and men were rushing out to Queen's Road and he repaid their liking with careless wooing that night to tell my wife how that evening he

forming up as quickly as possible, but before | and mocking contempt, until they said that he anything could be done a sound of sharp was fair to none and faithless to all. And now he was hovering on the very boundary of "You had better leave me, Father. "I cannot leave you to die alone, my son.

> hand your would like to grasp before the end Again that cold smile flashed over the cleancut face. "Not one, Father; no, not one, neither here nor in all the earth. Do not rats leave a sinking ship? Friends are true until the bank breaks, then good-bye to friendship. I know, for I have tried them, Father, and I'd rather

> Is there not one man in all the camp whose

die alone like a wounded dog than have those I'don't believe in with me in an hour like this," . "Is there no woman, my son, whose hands can close your eyes and soothe the last dark and the battery was completely buried in the | hour? Tellime, my son, and no matter whom, or what, she may be, I will bring her to you if

"A woman, Father? In all God's earth there is not one whose hand could help me now." "Then let me pray for you, for there is one friend to whom the friendless can turn when earth holds none. You are not of my faith on the hills. It turned its attention to the but as a man and a sinner let me kneel and

"No, not that, Father. Let me die as I have Talbot, with her engines all to pieces, and the | lived-friendless, faithless, godless, and alone." "I will not leave you, though you are stubborn in your sin; even to the doors of death 1 will go with you.

"How long shall I live, father?" "Two hours, my son."

"Then let me talk, if you will stay, and when the end comes take from beneath my pillow a bunch of withered roses and place them in my dead hand." --- 'Is that all, my son?"

"It is all, Father." Then for many minutes the dying man lay still with white set face, looking backwards down the plains and gullies and over the hill tops of a blasted life, and when he spoke his voice had lost its rough, rude tone, and he talked as a well-bred man of the city talks-"Shall I take you back with me over twelve long years, Father?"

And the priest bowed his head, and went on

She was my wife, Father, only a slip of a But although the old Wivern joined in, girl, with a gentle, tender face. I can see her honeymoon days, and talk of love, and the

and Wongneichong dams, entirely destroying "I can see him, too-my firmest friend. I the water-supply and rendering the efforts of see him now with his brave good face, looking the Fire Brigade in extinguishing the fires so kingly in the calm of an unspotted life, and How it was all brought about was not learnt | deadens the anguish of the gunshot wound in

And the priest paused awhile in his praying.: "We were friends from boyhood, Father,

"And he wronged you?" murmured th raxle boxes to fire, bearing brasses to chatter, or " Listen, Father. One night my horse ha

midnight, men were landed from the warships threw the bridle over my farm and walked up imy going a fishing to determine. coast in small parties. These rushed the out- | steps made any sound on the deep grass that lying Police stations, and so well were these | grew there, so together the old chestnut and I with field guns was landed and proceeded to when I saw a man standing in the garden, and

"Are you listening, Father?" "Go on to the end," said the sorrowful voice of the Churchman.

"I saw him, and knew him; it was my friend -the friend of a lifetime. Then the window opened, and my wife leant down; I saw the gleam of the lamp on her bright brown hair, and on the white gown, on her arms and neck as she leant far out of the window. In her hand she held a bunch of roses, the same that now lie beneath my pillow. She raised the roses to her lips, and, kissing them, to him, and he, with a light happy laugh, turned As soon us the destruction of our Docks, with the flowers in his hand and walked with swift flying steps to the gap in the hedge where I stood; and I, O God!—I did not speak. I the invaders calmly destroyed the breeches of | could not speak; my tongue was as iron in my | The Consul simply suggests that British locomouth, and the wild blood of a wild race was | motive engineers are incapable of turning out

singing in my veins.

He stopped with a little start of surprise clines. If he knows what he is talking about iclica him to the earth with one blow, of my fist, and kicked him as a man kicks a hound | bosh! that has bitten the hand that fed him. Then he staggered to his feet and faced me with his face all bathed in blood; and, being a man, he struck back, and then-1 scarcely know how it was done; it was an old wrestling trick I had learnt in gymnasium-but his back was across my knee, my forearm was across his throat, and I threw all my weight on the curve of his neck. There was a quick sharp sound, as if something in his back had broken. One low, bitter, awful cry left his lips, and he lay dying at my feet." And the priest went on with his praying.

"Then I picked him up in my arms as though he had been carrion, and with him I took the little bunch of roses, and passing through the house, I carried my burden into my wife's bed-chamber, and threw the man and | by cheaper and superior American production. the flowers at her feet. She, being a woman, understood it all without words. She went down upon her knees by the limp body, taking his face between her hands she pressed it to her bosom and kissed the white hips; whilst I mad with the madness of a devil untamed, heaped taunts upon her head and bis. And I stood by and saw her struggle with her broken load until she placed the dying man upon her bed-her bed and mine-and then she turned, "coward" on her tongue, and then sped away into the night to bring a physician, who lived close by, and I was left alone with him and the letter she had given me. I read it through from end to end, and then all heaven and hell seemed to open, and the air was full of condemnation. I looked up at last-looked at the form upon the bed, and saw the hig black eyes of him I had loved fixed on my face with such a gaze of yearning love and pity that all the marrow froze within my bones. and with one bitter cry I asked my God to let the hills fall down and cover me. He called my name and I crept close to him. He drew my head down, and he kissed my lips, and out of his love forgave me all, and from the letter in my hand, and from his dying lips that never lied, I knew that he had come had won the promise of her dearest friend to be his wife, and she had given him the roses to take as a sweet token of her fond regard, with wishes for a happy, hopeful life.

"And when they came to him and told him that his life was sapped, and that the shroud and not the bridal garb would be his portion, he told them all it was an accident, a horse's blunder in the darkness did it; and then he placed my hand within my wife's and asked her, for the Man of Nazareth's sake, to let the past be buried with him.

"But from that hour to this I've been vagrant on the face of the earth, a wanderer without friends or resting place. My punishment has never ceased by night or day, and every hour has been to me a living death I never met a man to call him comrade but he betrayed my trust, and laughed at me until I learned to loathe the very voice of mankind I have known no woman in these long, accursed years who has not turned when trouble touched me, or else grew weary of me as a passing toy; so I grew weary of the ceaseless pain, and wit my own hand I have paid the penalty of the unpardonable crime, for a life must be given. Father, place the bunch of roses so that they will hide the gunshot wound through which my life is ebbing. Throw the tent wide open let me see the camp fire glisten once again. So this must be the ending." And the priest closed the tired eyelids, and

went on with his praying.

THE BRITISH LOCOMOTIVE.

Most men have their hobby; mine for years past has, says Mr. Herbert Russell, lain in the direction of travelling upon the locomotives of our various express trains. Which fact I mention for no other purpose than to establish my claim to speak with some little degree of knowledge upon the merits and performances of British engines.

Of all the exaggerated nonsense talked about invincible Yankeedom, I think the following paragraph, which I have culled from my evening paper, beats the lot :-

"A Consular report just received from grades, and so, under the impression that capacity would have been to have made her British makers would turn out better engines. five were ordered from England. One of the new English engines was tested with five loaded and two empty cars, and proved utterly unequal which had been regularly crossed by the American engines drawing six loaded cars. The American locomotives in use for five years cost about £2,000 each, while the English ones cost nearly £4,000 each."

That this pretty little anecdote emanates from Washington almost goes without saying. But my evening paper quotes it without comment. Brother Jonathan, and have never yet seen the evidently in the belief that the statements it contains are quite true. And no doubt, most of its readers will implicitly awallow it too.

Consignees.

Take this "Consular report" upon its own merits, ye sons of the land of George Stephen-FROM HAMBURG, ANTWERPEN, son, who gave to the world that same locomo-PENANG AND SINGAPORE tive the Americans will now teach us how to

THE H.A.L. Steamship

"SITHONIA," Captain Burmeister, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Luding for countersignature by the Undersigned and to take immediate delivery of their goods from

alongside. This Steamer brought also the Hongkong. Cargo ex H. A. L. s.s. "ARAGONIA" from NEW YORK, which Cargo was transhipped at Singapore.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon,

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Whirf and Godown Con Limited, and stored at Consignees' risk and expense. No Claims will be admitted after the Goods have left the Godowns and all Goods romaining undelivered after the 25th instant, will be

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 25th instant, at 3 P.M.

No Fire Insurance has been effected. HAMBURG-AMERIKA LINIE, Hongkong Onice.

Hongkong, 18th July, 1901. · [7610 NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"COROMANDEL," FROM BOMBAY, COLOMBO AND

.Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark. and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:--From London, &c., ex S.S. Australia and

5. N. Co 's Steamers.

From Australia, ch S.S. Arcadia and Australia. From Persian Gulf, ex B. I. S. N. and B. & P.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M., TO-DAY. Goods not cleared by the gath instant, at a

P.M. will be subject to rent. No Fire Insurance will be effected by me in any case whitever. All damaged Packages must be left in the

Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Chims will be recognised, H. A. RITCHIE, 5

Superintendent Hongkeng, 18th July, 1901.

OCCIDENTAL AND ORIENTAL STEAM SHIP COMPANY. NOTICE

CONSIGNEES of CARGO per Steamship

America for them. They got them cheaper it-The above Steamer having arrived, Consignees better. Their drivers all tell you the same tale. of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to and they make steam well. In this one respect take immediate delivery of their Goods from American locomotive practice has undoubtedly

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

GEORGE ECKLEY, Acting Agent.

Hongkong, 15th July, 1901. But here the virtues of the Yankee engine cease. The motive works and valve gear are AUSTRIAN LLOYD'S STEAM NAVIGA distinctly inferior to that, of our own locomo-TION COMPANY. tives in design and workmanship, and immea-

NOTICE TO CONSIGNEES. FROM YOKOHAMA AND KOBE. HE Steamship

"MARIA VALERIE." having arrived. Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before Noon, on the 22nd instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22nd instant, will be subject to rent. Bills of Lading will be countersigned by

SANDER, WIELER & CO.,

Hongkong, 15th July, 1001.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. CO.'S Steamship "TIENTSIN." FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed. This vessel brings on Cargo :-

From London, &c., ex S.S. Egypt and Clyde. Goods not cleared by the 23rd instant, at 4 P.M. will be subject to rent. No Fire Insurance will be offected by me in any case whatever.

-All-damaged-Packages-must-be-left-in-the-Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent Hongkong, 17th July, 1901.

NOTICE TO CONSIGNEES. THE P. & O. S. N. Co.'s Steamship

"BANCA," From antwerp, London, Port Said. SUEZ AND STRAITS.

Consignees of Cargo by the apays-named vessel are hearby informed that their Goods are being landed and placed at their risk in the such a speed the locomotive was only using Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each: consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M., TO-DAY.

Goods not cleared by the 23rd instant, at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me in

any case whatever. All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten-

days after the Vessel's arrival here, after which no Claims will be recognised. H. A. RITCHIE,

For Sale.

FOR SALE,

THE German Steamer

" MUENCHEN," 4,536 tons gross, 2,855 tons nett, as she now lies in the COSMOPOLITAN DOCK at Kowloon, Hongkong, in damaged condition. with all her gear, tackle, engines, boilers. machinery and apputtenances now on board. For Particulars and Inspecting Order, apply

MELCHERS & CO.,

NORDDEUTSCHER LLOYD. Hongkong, 18th June, 1901.

FOR SALE, CHEAP.

COTTAGE, PIANO by BORD, of PARIS, Three years old, in Excellent Condition, For Price, &c., apply to THE ROBINSON PIANO CO. Hongkong, 27th May, 1901.

Antimations.

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTIETH ORDINARY HALF-YEARLY MEETING SHAREHOLDERS in the Company will be held at the Office of the Company, No. 18, Bank Buildings, Queen's Road Central, on TUESDAY, the 6th August, at 12 o'clock, NOON, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors.

The TRANSFER HOOKS of the Company will be CLOSED from the 24th July to the 6th August inclusive, By Order of the Board of Directors,

T. ARNOLD, Secretary. Hongkong, 16th July, 1901.

THE HONGKONG LAS D INVESTMENT AND AGENCY COMPANY, LIMUTE D.

N INTERIM DIVIDEND of Six Dollars per Share for the ' ix months ending 30th In c. 1901, being at the RATE of TWELVE per Cent per annum, will be PAYABLE on the 27th instant, on which Date DIVIDEND WARRANTS may be obtained on Application at the Company's Office, No. 5, Queen's Road The TRANSFER BOOKS of the Company

will be CLOSED from the 22nd to the 27th instant, (both Days inclusive). By Order of the Board of Directors, A. SHELTON HOOPER,

Hongkong, 8th July, 1901. 726c

THE WEST POINT BUILDING CO. LIMITED. A N INTERIM DIVIDEND of ONE

Dollar and FIFTY Cents per Share for Six Months ending 30th June, 1901, will be PAYABLE on the 27th instant, on which Date DIVIDEND WARRANTS may be obtained on Application at the Company's Office. The TRANSFER BOOKS of the Company

will be CLOSED from the 22nd to the 27th instant, (both Days inclusive), By Order of the Board of Directors, A. SHELTON HOOPER,

Secretary to the Hongkong Land Investment and Agency Co., Limited. General Agents, The West Point Building Co., Limited.

Hongkong; 8th July, 1901. WATCH MANUFACTURERS, STEAM FACTORY ESTABLISHED 1864.

ST. IMIER, SWITZERLAND. SPECIALITIES: LEVER WATCH & CHRONOGRAPHS.

TRADE MARKS: MAXIM, BERNA, &c. DEPAIRS of WATCHES and CLOCKS

by competent European experts at Moderate Rate. No. 10, QUEEN'S ROAD CENTRAL.

Hangkang, 15th May, 1001 CHS. J. GAUPP & CO.

"HRONOMETER, WATCH, and CLOCK MAKERS, JEWELLERS, SILVER SMITH'S, and OPTICIANS. CHARTS and BOOKS. NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtiander and Sohn's CELEBRATED OPERA GLASSES MARINE GLASSES and SPYGLASSES. Nos. 54 & 56, Queen's Rand Central. [23

MEE CHEUNG. PHOTOGRAPHER, TOP FLOOR OF ICE HOUSE, IN

Ice-House Road,

FS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far Rast. GROUPS AND VIEWS

a upeciality. Honekong, sand Reptember, 1808.



🐃 Perfumeas .

10.000 😅 White Violeta equal each bottle of PARIS Rigand's Extract

to the square inch, even after the terrific pull Superintendent. Hongkong, 17th July, 1901.

Unsurances.

" L'UNION " FIRE INSURANCE COMPANY, LD.

(Established 1828). THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS aticurrent rates.

Claims settled direct without reference to the

A. R. MARTY,

Hongkong, 5th July, 1901 HORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN X.Co. Hongkong, 38th Mac, 1802

Untimations.

THE PROBLEM SOLVED! WHERE TO STAY IN KOREA?

STATION HOTEL. SEOUL, KOREA,

CLOSE TO TERMINAL PLATFORM.
DO NOT ALIGHT AT SOUTH GATE.

The only Hotel in Korea where every department is under the direct personal supervision of the Proprietors. Large open space. Quiet, healthy situation, away from the blare of Military Display.

Every accommodation for visitors. ' Excellent cuisine, Terms moderate. Guides can be obtained for visiting the places of interest in and around Seoul. / Our own men meet all trains and take charge of visitors' luggage. Tiffins, dinners and suppers

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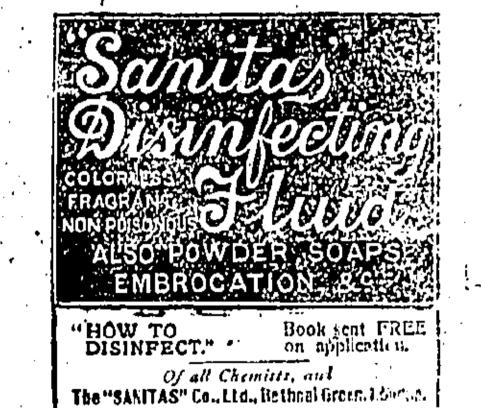
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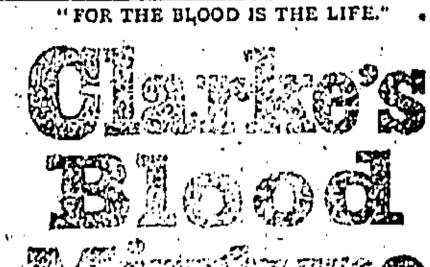
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Co This Office. Hongkong, ath July, (60)



JUST UNPACKED. DEST GERMAN SAUSAGES of a wel D known make, in small and large tins, of various kinds.

Finest WESTPHALIAN HAMS. H. RUTTONJEE, 5. D'Aguilar Street and 39 & 40, Elgin Road, Kowloon. Hongkong, 13th July, 1901.



THE WORLD-FAMED BLOOD PURIFIER AND RESTORER IS WARRANTED TO CLEAR THE BLOOD

from all impurities from whatever cause arising.

For Scrofula, Scurvy, Ecrema, Skin and Blood Diseases, Blackheads, Pimples, and Sore of all kinds, it is a never-falling and permanent Cure. It Cures Sores on the Neck. Cures Sore Legs. Cures Blackheads or Pimples on the Face. Cures Scurvy. Cures Ulcers. Cures Blood and Skiu Diseases.
Cures Giandular Swellings.
Clears the Blood from all impure Matter.

Clears the Blood from all impure blatter.

From whatever cause arising.

It is a real specific for Gout and Rheumatic pains.

It removes the cause from the Blood and Bones.

As this Mixture is pleasant to the taste, and warranted free from anything injurious to the most delicate constitution of either sex, the Proprietors solicit sufferers to give it a trial to test, its valve. THOUSAND OF TESTIMONIALS OF WON-DERFUL CURES PROM ALL PARTS OF THE WORLD.

Clarke's Blood Mixture is sold in Bottles as, od-each, and in cases containing six times the quantity, majority of dong-standing cases—BY ALL CHE-majority of dong-standing cases—BY ALL CHE-MISTS and PATENT MEDICINE VENDORS throughout the world. Proprietors, THE LINCOLN AND MIDLANDS COUNTIES DEUG COMPANY, Lincoln, England. Trade Mark—" BLOOD MIXTURE."

CAUTION.—Purchasers of Clarke's Blood Mixture should see that they get the genuine article. Worthless imitations and substitutes are sometimes paimed off by unprincipled vendors. The words "Lincoln and Midland Counties Drug Company, Lincoln, England," are engraved on the Government Stamp, and Clarke's World-famed Blood Mixture, blown in the battle, WITHOUT, WHICH-NONE ARE GRNUINE.

NOTICE

TOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong Harbour (mail BEA WITCH, American blip, Howes.-Master.

Untimutions.

THE LATEST!

THE CHEAPEST! THE BEST!

MANUFACTURED BY THE WORLD RENOWNED ADLER BYCICLE FACTORY AT FRANKFORT O/M.

SOLE AGENT FOR HONGKONG AND CHINA. SPATZ & Co., HONGKONG. LEOPOLD New Victoria Hotel Building.

The Public is requested to take due notice that a much inferior machine has been lately brought into this market under the name EMPIRE." The Genuine Empire-Adler Typewriter is obtainable Jonly

---LEOPOLD SPATZ & CO. Hongkong, 9th July, 1901

3, QUEEN'S BUILDINGS. WINE, SPIRIT AND CIGAR MERCHANTS.

KIRIN" BEER,

DIRECT IMPORTERS: ALHAMBRA CIGAR,

HARVEY'S OLD VINTAGES.

PETER SYS' WONDERFUL SPECIFIC. THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTRY, DIARRHŒA, HEMORRHAGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession. Sold retail by all Chemists and Wholesale THE PETER SYS COMPANY, (Proprietors and Sole Manufacturers)

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Shanghai.

stath Getober, 1808.

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When prepared is similar to Breast Milk. MINIMAN FOOD WORRS, PECKHAM, LONDON, ENGLAND.

BUILDING CONTRACTOR,

No. 25, ABERDEEN STREET. CANITARY APPLIANCES SUPPLIED and FIXED, DRAINS, TRAPS, WASTE PIPES, &c., CLEANSED and RE-PAIRED. (Sanitary Board Notices receive prompt attention. Agent for MOSAIC TILES.

Prices on Application. BLACKHEAO & CA. SICIP CHANDLERS, SAILMAKERS

COAL AND PROVISION MEN' CHANTS, NAPAL CONTRACTORS AND GENERAL COMMISSION $AGENTS_c$ PRAYA CENTRAL HONGRONG.

 $(SOAP) \cdot MANUFACTURERS.$ SOLE AGENTS FOR [_] ARTMANN'S RAHTJEN'S GENUIN) COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT. DAIMLER'S PATENT MOTOR LAUNCHES, &c..

Sole Agents for FERGUSON'S SPECIAL CREAM P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c. EVERY KIND OF SHIPS STORES AND REQUISITES

ALWAYS IN STOCK REASONABLE PRICES. Hongkong, 14th May, 1806. NEW COODS.

PLENTY 1.5

BASD. Nov 13, Pauconsfield Opposite the City East. Hongkong, 30th April, 1906.

SIEN TING, SURGEON DENTIST.

No. 14. DIAGUILAR STREET. TERMS UEBY MODERATE. *

- Cepanitatian free. Hongkong 27th Sentember, 1908

MERICAN SYSTEM, WONG HO-MI, 8 SURG. DENTIST.

TERMS MODERATE. CONSULTATION. FREE. A 50, QUEEN'S ROAD CRNTRAL Honokong, and January, 1901.

DENTISTRY. SUI SANG,

(Lately Practising with Dr. I. SAKATA), DENTIST, No. 4, Queen's Road Central. Hongkong, 3rd January, 1901

6, QUEEN'S ROAD CENTRAL.

RRIVAL of the LATEST PRESERVED. TA AMERICAN DAINTIES. Just Opened; Call and Inspect, Best quality, direct from the Factory. Hongkong, 25th June, 1901.

NOTICE.

THE Offices of the Undermention d will be REMOVED to New VICTORIA HOTEL BUILDING, corner Queen's Road and Ice House Street on the 1st August.

GODDARD & DOUGLAS. Hongkong, 13th July, 1961.

THE ROBINSON PIANO CO., LIMITED.

BEST VALUE IN

MONTHLY PAYMENT SYSTEM.

REPAIRS . Our Speciality.

INSTRUMENTS. STRINGS.

IVI U SIC Grand stock, reduced to clear, Hongkong, 28th May, 1901.

HERMANOS.

MAMOND MERCHANTS, PROFEI LERS AND WATCHMAKERS Eastman's

KODAKS and FILMS. Sole Agents for CLEMENTS WHEELS. | Anderson, Mr. Jas. Sole. Agents for ".OMEGA." WATCHES, "OMEGA" is the BEST 40. QUERN'S ROADA Watern's Building.

JUDE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES



AVOID ALL RISK OF OUTBREAK BY ITS USE. W. G. HUMPHRRYS & Co., Bapk Buildings

Potice of Firm.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE.

TURING my TEMPORARY ABSENCE from the Colony, Mr. ROBERT COOKE will be ACTING CHIEF MANAGER until further Notice.

By Order of the Board of Directors, D. GILLIES. Chief Manager.

Hongkong, 17th July, 1901. To be Net.

TO LET. Possession, August 1st.

THE GODOWN in WEST POINT, (Kennedy 1. town), known as Feather Factory, now occupied by the Hongkong and Kowloon Wharf and Godown Co., Limited. For particulars, apply to

LAUTS, WEGENER & CO. Hongkong, 11th July, 1901.

TO LET. (From 1st August next). O. 3, ORMSBY TERRACE.—Kowloon.

Apply to ' PUN HUNG, 85, Queen's Road Central. Hongkong, 17th July, 1901.

TO LET. CODOWN-No. 5A, DUDDELL STREET. No. 1, STEWART TERRACE.-THE

THE HONGKONG LAND INVEST-MENT & AGENCY CO., LD. Hongkong, 16th July, 1901.

TO LET. HOUSE in RIPON TERRACE.

"FAIRVIEW."—Kowloon.

"THE RETREAT." MOUNT KELLETT. Apply to THE HONGKONG LAND INVEST-MENT & AGENCY CO., LD. Hongkong, 13th July, 1001.

VISITORS AT THE HONGKONG. HOTEL.

Katsch, Mr. E. A.

Kaufmann, Mr. E.

Kiene, Mr. A.

Kirkwood, Mr. J.

Lagarus, Mr. N.

Lovely, Mrs.

Macdonald, Capt. D.

Macdonald, Mr. D.

Maclean, Mr. J. T.

Marlow, Mr.

Meneshe, Mr. L.

R. P.

Luc, Mr. C.

Grant :

Kiene, Mr. and Mrs. F.

Andrews, Mr. D. A. Angus, Mrs. Arnold, Mr. H. Auld, Mr. J. S. Bagg, Dr. C. P. Bailey, Mr. W. S. Benjamin, Mr. David Beringer, Mr. F. J. G: Black, Mr. J. Bowers, Dr. F. H. Bowie, Mr. A. J. Breitmann, Mr. R. J.

Brown, Mr. R. H. Brown, R.E., Major W. Mackenzie, Mr. Brown, Mr. J. Bruce, Mr. and Mrs. Busustow, Mr. Cameron, Mr. D. H. Clark, Dr. & Mrs. F. Clarke, Mr. W. G. Cole, Mr. G. E.

Meurer, Mr. A. Monini; Mr. H. Parfitt, Mr. W. Pascual, Mr. C. Colson, Mr. J. S. Piry, Mr. C. Craig, Mr. D. Reel, Dr. L. R. Cunningham, Mr. P. A. Robertson, Mr. W. R. Denroche, Mr. P. C. Rothschild, Mr. O. S. Devilbiss, Mr. D. M. Schouw, Mr. C. Discombe, Mr. G. M. Sergeant, Mr. P. W. Dorchill, R.A., Major Smithers, Mr. R. G. Dredge, Mr. T. F. Stevens, Mr. H. Goyne Dyson, Capt. P. S. Sweeting, Mr. H. S. Fernald, Mr. and Mrs. Sawer, Mrs. W. E. Geoghegan, Mr. N. M. Taylor, Mr. D. G.

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Woodward, Mr. T. A. Woollen, Mr. J. J. VISITORS AND RESIDENTS AT THE PEAR HOTEL

Martin, Mr. R.

Paterson, Miss

Prynne, Mrs.

R. Murray

Miller, Mr. and Mrs.

Pitt, Mr. John, R.N.

Pollock, Hon. H. E.

Qustinoff, Mr. M.

Prynne, Capt., R.A. M.C.

S. Consul of America)

Rublee, Mrs. W. A

Wilson, Mrs. W. and

Wright, Mr. and Mrs.

H. Taylor #

child and maid

Frank W.

Bagnall

Mrs. A. A. and child

Beattie, Mr. James Benjamin, Mr. S. S. Bonnar, Mr. J. W. C. Brawn, R.E., Col. L. F. Perrott, Col. Brayne, Mr. H. F. R. Brusse, Mr. G. Cameron, Mr. Allan Collard, Col. A. W.

Crookenden, Col. Dann, Mr. George H. Rublee, Mr. W. A. (U. Drion, Mr. F. Ezekiel, Mr. J. S. Ezekiel, Mr. R. M. Forbes, Mr. Andrew Rumsey, R.N., Hon. Fraser, Mr. and Mrs. Glover, Mrs.

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CRAIGIEBURN. Jarrow, Capt. L. Beattie, Mr. and Mrs. Langlands, A.O.D., Capt. and Mrs. P. Brown, Mr. and Mrs. Pye, Mr. E. Burns H. Matheson Sisters, Govt. Civil Crouch, Mr. J. W. Edwards, Mr. G. H. Volpicelli, Consul Grimble, Mr. & Mrs. G. Yeats, Mr. and Mrs. Heemskerk, Mr. J. J. B. F. H.

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OPIUMO UOTATIONS. Hongkong, 20th July. New Patna......\$950 per chest.

Old Benares937

The Zhare Imarket.

LATEST QUOTATIONS. (July 20th).

Paid up Latest Companies. Capital. quotation. Banka: Hongkong & Shanghai Banking Corporation \$125 398 % premium The Bank of China & Japan, Limited... (Preference) The Bank of China £ 5 Nominal & Japan, Limited ... (Ordinary)..... The Bank of China & Japan, Limited ...

(Deferred)..... £ 1. £5.5 buyers National Bank of China, Ld... £ 8 \$28 buyers Do. Founders... £ I \$15 sellers Marine Insurances. Union Ins. Society of Canton, Ld. \$ 50 \$340 China Traders' Ins. Co., Ld. \$ 25 |\$60 sellers

North China Ins. Co. Ld. £ 25 Tis. 180 Yangtsze Ins. Assoc. Ld. \$ 60 |\$125 nominal Canton Ins. Office, Ld. \$ 50 \$180 sellers Straits Ins. Co., Ld.... \$ 20 St Fire Insurances. Hongkong Fire Ins.

\$ 50 \$350 sellers Co., Ld. China Fire Ins. Co., Ld. \$ 20 \$85 sellers Hongkong, Canton, & Macao Steamboat \$ 15 \$35# sellers Co., Limited

ndo-China Steam Navigation Co., Ld. £ 10 \$140 ex div. China & Manila S.S.) \$ 50 \$62 sellers Co., Ld. 5 \$ 40 \$52 sellers Douglas Steamship . Co., Ld. \$ 50 \$56 sellers China Mutual S. N. .Co., Ld.—(Pref.) ... £ 10 £12 buyers China Mutual S. N. Co., Ld.--(O'ary)... L 10 L12 buyers China Mutual S. N. Co., Ld.—(O'ary)... 5 L7 buyers

\$ 10 \\$24 buyers Star Ferry Co., Ld. \$ 21 \$9 buyers "Shell" Transport & Trading Co., Ld. ... ∫ 1 '£2 12/6 China Sugar Refining) Co., Ld. \$100 \$142 sales Luzon Sugar Refining

Co., Ld. \$100 \$36 sellers Mining. Littledale, R.E., Major Punjoin Miring Co., Long, Mr. & Mrs. D. M. 9 🎎 sellers Punjom Mining Preference Shares -\$-u |\$1,żo∵ Société Française des. Charbonnages du Tonkin Fcs. 250 | 3325 Oueen Mines, I.d. ... 25 cts. /5 cents

felebu Mining and Trading Co., l.d. ... \$ 5, 4 sellers Raub Alian Gold Mining Co., Ld. ... 18s. 10d \$13 sellers Olivera Freehold Mines, Ld. A \$ 5 St Olivers Freehold Mines, Ld. B Docks, Wharves and Godowns.

Hongkong & Whampoa Dock Co., Ld. 📑 50 🕏 305 sellers Hongkong and Kowloon Whari & Go-\$ 50 \$102\frac{1}{2} sellers down Co., Ld. Wanchai Warehouse ** Storage Co., Ld.: \$ 37\ nominal New Amoy Dack Co., \$ 61 \$23 buyers Lands, Hotels and Buildings. China Provident Loan

ro \$9.85 sellers. & Mortgage Co., Ld. Hongkong Land Investment & Agency \$100 \$198 sellers Co., Ld. Kowloon Land and Building Co., Ld... \$ 30 \$30 sellers West Point Building . Co., Ld. * 50 **8** 4 . . -\$ 50 \$130 buyers H'kong Hotel Co., Ld. Oriente Hotel Co., Ld. \$ 50 \$70 Humphrey's Estate &

\$ 10 \$13\frac{1}{2} sellers Finance Co., Ld. ... Hongkong Cotton; Spinning, Weaving & Dyeing Co., Ld... \$100 Stol buyers Ewo Cotton Spinning & W. Co., Ld. Tis. 100 Tis. 50 sellers International Cotton

M'fg. Co., Ld...... Tls. 100 Tls. 40 Laou-kung-mow Cotton Spinning & Weaving Co., Ld... Tls. 100 Tls. 50 buyers Soy Chee Cotton Spinning Co., Ld...... Tls. 500 Tls. 300 sellers

YahloongCotton Spinning Co., Ld...... Tls. 100 Tls. 25 buyers Cigar Companies. Alhambra, Limited ...! \$500 |\$1,500 sellers Philippine Tobacco Trust Co., Ld. \$ 50 **\$**60 . Miscellaneous.

Green Island Coment \$ 10 \$20} buyers Co., Ld. China-Borneo Co., Ld. \$ 15 \\$38 sellers A. S. Watson & Co., \$ 10 |\$16 sales | Limited Watkins, Limited ... \$ 10 \$10 buyers Hongkong Electric Co., Limited \$ 10 \$12 Hongkong . Electric \$ 5 \$61 Oo, Limited Hongkong and China Gas Co., Ld...... £ 10 \$140 buyers Hongkong Rope Manufacturing Co., Ld. \$ 50 \$1721

Geo. Fenwick & Co., \$ 25 \$55 sellers H'kong Ice Co., Ld. 5 25 \$185 buyers H'kong High - Level Sroo \$260 buyers Tramways Co., Ld. Dairy Farm Co., Ld. \$.6 \$7 buyers Hongkong and China Bakery Co., Ld. ... Campbell, Moore and Co., Ld. 1 to \$20 buyers Bell's Asbestos East ern Agency, Ld. ... £ 1 \$1.10 United Asbesto

Oriental Ag'cy, Ld.

Tebrau Planting Co. \$.5 \$3 sellers Ld. ,..... Universal Trading Co., Ld. \$ 20 \\$20 sales H.K. Steam Water-\$ 5 \$8 buyers boat Co., Ld...... China Light & Power Co., Ld...... Robinson Piano Co. Ld. Manila Investment Co., Ld.

BENJAMIN, KELLY & POTTS. Share Brokers. Telegraph Address-"Rialin." Telephone No. 148.

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\$ 50 \$56} seliers

EXCHANGE.

Hongkong, 20th July. UN LONDON, Telegraphic Transfer.......... 1/11 Bank Bills, on demand 1/11:1/16 Credits, 4 months' sight...1/11 7/16 D'ments, 4 mouths' sight 1/11 9/16 Credits, 4 months' sight2:45

ON NEW YORK, Bank Bills, on demand ... 46 ON BOMBAY, Telegraphic Transfer......144;
On demand.......144; ON SHANGHAI, Telegraphic Transfer731

VESSELS IN PORT.

Bar Silver.....26 13/16

Steamers.

BANCA, British steamer, 8,000, E. P. Martin, R.N.R., 17th July,—London 3rd June, and Singapore 10th July, General.—Order, BURNSIDE, American steamer, 1,400, A. H. Lafflin, 14th April,—Manila 11th April,

CLARA, German steamer, 675, A. Hansen, 18th July,—Pakhoi and Hoihow 16th July, General.—Chinese. CONCH; British steamer, 1,314, C. Abbott, 18th

DAIJIN MARU, Japanese steamer, 899, T. Ogata, 19th July,—Tamsui via Amoy and Swatow 14th July, General.-Mitsui Bus-

san Kaisha. GAELIC, British steamer, 2,691, Wm. Finch, R.N.R., 13th July,—San Francisco 14th June, Honolulu 21st, Yokohama 5th July, Kobe 7th, Nagasaki 8th, and Shanghai 10th, Mails and General.—O. & O. S. S. Co.

22nd June, and Manila 13th July, General.
—Gibb, Livingston & Co. HANOI, French steamer, 768, Merlees, 19th July,-Haiphong 17th July, and Hoihow

HOIHAO, French steamer, 509, M. Merlees, 14th July,-Pakhoi and Hoihow 13th July, General.-A. R. Marty. KASHING, British steamer, 1,136, R. Sanderson,

KUTSANG, British steamer, 1,495, T. W. Selby, Jardine, Matheson & Co. LAI SANG, British steamer, 2'224, G. Payne,

Ballast.—Melchers & Co.

NANCHANG, British steamer, 1,062, Edward Finlayson, 17th July,—Canton 17th July, General.—Butterfield & Swire

OAK BRANCH, British steamer, 2,064, II. · Scheel, 12th June,-Mororan 4th June, Coal — Dodwell & Co., Ld.

, 19th July,-Manila 16th July, Ballast,-Shewan, Tomes & Co. PHRA NANG, German steamer, 1,200, A. S. Calder, 17th July,-Bangkok 10th July, Rice and General.—Melchers & Co.

30th May,-Wei-hai-wei 25th May. ST. IRENE, British str., 2,474, W. H. Clements, 7th July,—New York 16th June, Case Oil.

Simongan, Dutch steamer, 1,818, Sandman, 17th April,-Samarang and Saigon 29th March, Sugar.-Yuen Fat Hong. SISHAN, British steamer, 845, H. Holton, 9th

.17th July,-Hamburg and Singapore 12th July, General. - Siemssen & Co. SUNGKIANG, British steamer, 1,021, S. W. Moore, 6th July, Manila 3rd July, Ballast.

SONTAN, American steamer, 585, D. J. A.

Sailing Vessels. CELESTE BURRILL, British ship, 1,764, C. A. Trefry, 29th May,—Manila 9th May,

May, Sandalwood.-Order. July,-Manila 25th June, Ballast.-Carlowitz & Co.

SEA WITCH, American ship, 1,172, Howes, 21st

A Mail will close:-

For Canton-Per Honam, on Monday, the 22nd instant, at 7.30 A.M. For Hoihow, Pakhoi and Haiphong-Per Hanoi, on Monday, the 22nd instant, at 9 A.M. For Macao-Per Heungshau, on Monday, the 22nd instant; at 1.15 P.M.

For Kumchuck and Samshui-Per, Tung. kong, on Monday, the 22nd instant, at 3 P.M. For Tientsin-Per Nanchang, on Monday, the 22nd instant, at 4 P.M. For Canton-Per Powan, on Monday, the

22nd instant, at 5 P.M. For Swatow, Amoy and Foochow-Per Thales, on Tuesday, the 23rd instant, at 9 A.M. For Yokohama and Kobe-Per Frans Ferdinand, on Tuesday, the 23rd inst., at 10 A.M. For Amoy, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco-

Per Gaelic, on Tuesday, the 23rd instant, at II A.M. For Shanghai-Per Melpamene, on Tuesday. the 23rd instant, at 3 P.M. For Manila-Per Perla, on Tuesday, the

For Iloilo and Cebu-Per Kashing, on Wednesday, the 24th instant, at Ir A.M. For Timor, Port Darwin, Thursday Island; Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne Per Australian; on Wednes-

FORBES SKERTCHLY for The Hongkong Telegraph Company, Limited, at the Printing Office of the Company, No. 50, Queen's Road Central, in the City of Victoria, Hongkong.

Cable.—Government.

July,—Balak Pappan (Borneo) 8th July, Petroleum.—Arnhold, Karberg & Co.

GUTHRIE, British steamer, 2,500, W. G. Mc-Arthur, 16th July,—Sydney and Melbourne

18th, General.—A. R. Marty.

19th July, -- Manila 16th July, Ballast -- Butterfield & Swire.

18th July,—Moji 12th July, Coal.—Jardine, Matheson & Co. MUNCHEN, German steamer, 4,691, Krebs, 28th May,-Caroline Islands 15th May,

NANSHAN, British steamer, 1,299, Allan Jones, 27th June,-Newport, Mon. 10th May, Coal.-Bradley & Co.

PERLA, British steamer, 1,287, Geo. Blaxland,

ST. ENOCH, British dredger, 650, R. Rawcliffe,

SANDAKAN, German steamer, 1,374, C. Schnur, 17th July,-Sandakan 13th July, Timber. -Melchers & Co.

July,—Saigon 5th July, General.—Bradley & Co. SITHONIA, German steamer, 1,238, Burmeister,

-Butterfield & Swire. Tientsin, British steamer, 2,555, W. W. Cooke, 17th July,-Bombay 29th June, and Singapore toth July, General.—P. & O. S.

Goitirolo, 13th July,-Manila 10th July, General.—Order.

Ballast.—Order. HOLLISWOOD, American back, 1,084, E. M. Knight, 14th June,-Fremantle, W.A. 3rd L. SCHEPP, American ship, 1,673, Kendall, 5th

MANUEL LLAGUNO, American ship, 1,650, Nichols, 29th June,—New York 3rd Mar., Kerosine Oil.—Standard Oil Co. MARECHAL DE VILLARD, French bark, 1,171, Rional, 31st May,—Cardiff 4th Jan., Coals.—E. A. Trading Co.

Feb.-Manila 18th Feb., Ballast.-Master. Wost Office.

For Canton-Per Fatshan, to-morrow, the 21st instant, at 9 A.M.

23rd instant, at 4 P.M.

day, the 24th instant, at 3 P.M. Printed and Published by ETHELBERT